

#1 - County Government CIP for even-numbered calendar years, and Capital Budget

Resolution No:	<u>15-1462</u>
Introduced:	<u>May 25, 2006</u>
Adopted:	<u>May 25, 2006</u>

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: Approval of the FY 2007-2012 Capital Improvements Program, and Approval of and Appropriation for the FY 2007 Capital Budget of the Montgomery County Government

Background

1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 12, 2006 for the 6-year period FY 2007-2012. Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a recommended Capital Budget, which the Executive did on January 12, 2006 for FY 2007.
3. As required by Section 304 of the Charter, the Council held public hearings on the Capital Budget for FY 2007 and on the Recommended CIP for FY 2007-2012 on February 7 and 8, 2006.

Action

The County Council for Montgomery County, Maryland approves the following resolution:

1. For FY 2007, the Council approves the Capital Budget for the Montgomery County Government and appropriates the amounts by project, which are shown in part I.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;
 - b) in the amounts and for the purposes specified in the Approved CIP for FY 2007-2012; and
 - c) to the extent that those appropriations are not expended or encumbered.
3. The Council approves the projects in the Executive's Recommended FY 2007 Capital Budget and CIP for Fiscal Years 2007-2012, with the exceptions which are attached in part II. These projects are approved as modified.
4. The Council approves the close out of the projects in part III.
5. The Council approves the partial close out of the projects in part IV.

This is a correct copy of Council action.



Elda M. Dodson, CMC
Acting Clerk of the Council

PART I: FY 2007 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriations for FY 2007 in this Part are made to implement the projects in the Capital Improvements Program for FY 2007-2012.

Project #	Project Name	FY07 Appropriation	Cumulative Appropriation	Total Appropriation
509325	ADA Compliance: Transportation	1,622,000	2,235,000	3,857,000
500112	Advance Reforestation	67,000	523,000	590,000
509399	Advanced Transportation Management System	3,239,000	27,079,000	30,318,000
760100	Affordable Housing Acquisition	500,000	1,500,000	2,000,000
788911	Ag Land Pres Easements	8,425,000	8,434,000	16,859,000
470400	Animal Shelter	123,000	1,367,000	1,490,000
507596	Annual Bikeway Program	720,000	777,000	1,497,000
506747	Annual Sidewalk Program	1,350,000	1,813,000	3,163,000
508728	Asbestos Abatement: MCG	100,000	123,000	223,000
500119	Bethesda Bikeway and Pedestrian Facilities	1,122,000	1,174,000	2,296,000
509753	Bridge Renovation	500,000	577,000	1,077,000
500503	Brink Road Bridge (M-63) over Goshen Branch	488,000	1,689,000	2,177,000
509928	Brookville Service Park	2,393,000	11,443,000	13,836,000
500500	Burtonsville Access Road	2,156,000	1,193,000	3,349,000
450304	Burtonsville Fire Station Addition	1,243,000	113,000	1,356,000
507658	Bus Stop Improvements	999,000	357,000	1,356,000
767820	CDBG Capital Appropriation	1,540,000	0	1,540,000
500719	Chapman Avenue Extended	620,000	0	620,000
649187	Child Care in Schools	3,000	2,111,000	2,114,000
500310	Citadel Avenue Extended	1,552,000	3,855,000	5,407,000
500711	Clarksburg Area Road Rehab	1,551,000	700,000	2,251,000
450300	Clarksburg Fire Station	13,432,000	0	13,432,000
720601	Cost Sharing: MCG	900,000	400,000	1,300,000
500204	Darnestown Road @ Shady Grove Road	-1,383,000	1,660,000	277,000
429755	Detention Center Reuse	1,570,000	26,958,000	28,528,000
450101	East Germantown Fire Station	12,678,000	799,000	13,477,000
509923	Elevator Modernization	500,000	4,054,000	4,554,000
507834	Energy Conservation: MCG	225,000	450,000	675,000
500152	Facilities Site Selection: MCG	25,000	335,000	360,000
509132	Facility Planning: Bridges	654,000	6,484,000	7,138,000
769375	Facility Planning: HCD	150,000	1,876,000	2,026,000
508768	Facility Planning: MCG	275,000	6,421,000	6,696,000

Project #	Project Name	FY07 Appropriation	Cumulative Appropriation	Total Appropriation
509525	Facility Planning: Parking	141,000	2,420,000	2,561,000
809319	Facility Planning: SM	425,000	4,779,000	5,204,000
508180	Facility Planning: Storm Drains	300,000	2,884,000	3,184,000
509337	Facility Planning-Transportation	1,490,000	29,551,000	31,041,000
500402	Fairland Road Improvement	409,000	10,536,000	10,945,000
500516	Father Hurley Blvd. Extended	706,000	1,488,000	2,194,000
450305	Female Facility Upgrade	470,000	1,113,000	1,583,000
509651	Fibernet	1,970,000	29,986,000	31,956,000
450302	Fire Stations: Life Safety Systems	609,000	837,000	1,446,000
500322	Friendship Heights Pedestrian-Transit Enhancement	386,000	10,000	396,000
720703	Gaithersburg Aquatic Center	1,000,000	0	1,000,000
710300	Gaithersburg Library Renovation	2,153,000	0	2,153,000
500710	Germantown Library Reuse	515,000	0	515,000
500004	Glen Echo Park	1,175,000	20,112,000	21,287,000
500552	Glenmont Metro Parking Expansion	17,094,000	0	17,094,000
500721	Government Core Facilities Study	250,000	0	250,000
500100	Greencastle Road	688,000	2,819,000	3,507,000
508113	Guardrail Projects	155,000	795,000	950,000
500338	Highway Noise Abatement	1,058,000	3,440,000	4,498,000
458756	HVAC/Elec Replacement: Fire Stns	606,000	828,000	1,434,000
508941	HVAC/Elec Replacement: MCG	800,000	2,008,000	2,808,000
500303	Indoor Air Quality Improvements-Brookville Depot	-2,375,000	4,577,000	2,202,000
500716	Indoor Air Quality Improvements-EMOC	1,202,000	0	1,202,000
340200	Integrated Justice Information System	2,205,000	9,386,000	11,591,000
507017	Intersection and Spot Improvements	1,260,000	3,372,000	4,632,000
100300	Judicial Center Annex	7,702,000	499,000	8,201,000
509970	Life Safety Systems: MCG	450,000	1,368,000	1,818,000
789057	Life Sciences and Technology Centers	400,000	1,500,000	1,900,000
150700	Long Branch Town Center Redevelopment	300,000	0	300,000
720702	MAC Diving Tower Replacement	130,000	0	130,000
500400	Matthew Henson Trail	348,000	4,444,000	4,792,000
500703	MD 108 Sidewalk	841,000	0	841,000
720103	Mid-County Community Recreation Center	1,098,000	10,106,000	11,204,000
807359	Misc Stream Valley Improvements	1,395,000	2,544,000	3,939,000
500122	Moneysworth Farm Reuse	665,000	632,000	1,297,000
760703	Montgomery Hills Pedestrian Linkages	300,000	0	300,000

Project #	Project Name	FY07 Appropriation	Cumulative Appropriation	Total Appropriation
500714	Montgomery Mall Transit Center	750,000	0	750,000
500717	Montrose Parkway East	2,287,000	0	2,287,000
500311	Montrose Parkway West	-40,000	68,175,000	68,135,000
500528	Montrose Road Extended (Land Acquisition)	2,716,000	0	2,716,000
500106	Mouth of the Monocacy Road Bridge No. M-135	503,000	1,793,000	2,296,000
500401	Nebel Street Extended	795,000	11,216,000	12,011,000
509523	Neighborhood Traffic Calming	310,000	318,000	628,000
500504	Nicholson Lane Bridge No. M-113	493,000	3,252,000	3,745,000
500522	North County Maintenance Depot	15,403,000	0	15,403,000
500723	Northern Damascus Park and Ride Lot	860,000	0	860,000
509948	Outfall Repairs	426,000	1,949,000	2,375,000
500333	Pedestrian Safety Program	200,000	900,000	1,100,000
508255	Pkg Beth Fac Renovations	1,799,000	8,502,000	10,301,000
500329	Pkg Beth Wayfinding	205,000	373,000	578,000
500328	Pkg Bethesda Elevator Modernization	698,000	574,000	1,272,000
508250	Pkg Sil Spg Fac Renovations	4,280,000	4,710,000	8,990,000
509327	Pkg Sil Spr Elevator Modernization	516,000	2,125,000	2,641,000
509709	Pkg Wheaton Fac Renovations	295,000	815,000	1,110,000
509514	Planned Lifecycle Asset Replacement: MCG	562,000	781,000	1,343,000
479909	PSTA Academic Building Complex	3,365,000	20,492,000	23,857,000
729658	Public Arts Trust	140,000	301,000	441,000
507310	Public Facilities Roads	1,848,000	2,128,000	3,976,000
500502	Quince Orchard Road	447,000	3,829,000	4,276,000
500010	Redland Rd from Crabbs Branch Way - Braederwood La	1,555,000	3,410,000	4,965,000
500720	Resurfacing Park Roads and Bridge Improvements	600,000	0	600,000
509914	Resurfacing Parking Lots: MCG	400,000	2,305,000	2,705,000
458429	Resurfacing: Fire Stations	300,000	1,007,000	1,307,000
508527	Resurfacing: Primary/Arterial	7,500,000	7,183,000	14,683,000
500511	Resurfacing: Rural/Residential Roads	2,000,000	3,333,000	5,333,000
500434	Rockville Town Center	2,320,000	5,040,000	7,360,000
458629	Roof Replacement: Fire Stations	101,000	890,000	991,000
508331	Roof Replacement: MCG	1,100,000	1,801,000	2,901,000
640400	School Based Health & Linkages to Learning Centers	814,000	896,000	1,710,000
509927	Seven Locks Technical Center Phase II	787,000	11,008,000	11,795,000
500600	Shady Grove Access Bike Path	240,000	629,000	869,000
508182	Sidewalk & Infrastructure Revit.	4,500,000	4,142,000	8,642,000

Project #	Project Name	FY07 Appropriation	Cumulative Appropriation	Total Appropriation
159921	Silver Spring Civic Building	742,000	9,595,000	10,337,000
710302	Silver Spring Library	13,226,000	0	13,226,000
159281	Silver Spring Redevelopment Pgm	4,720,000	41,305,000	46,025,000
508716	Silver Spring Traffic Improvements	350,000	828,000	1,178,000
509974	Silver Spring Transit Center	62,198,000	5,883,000	68,081,000
800700	SM Facility Major Structural Repair	450,000	0	450,000
808726	SM Retrofit: Countywide	1,287,000	5,900,000	7,187,000
500509	Sonoma / Ayrilawn Storm Drain Improvements	1,286,000	2,407,000	3,693,000
509706	State Highway Noise Abatement	1,364,000	4,885,000	6,249,000
500722	State Transportation Participation	15,639,000	0	15,639,000
500320	Storm Drain General	2,391,000	2,768,000	5,159,000
500700	Street Tree Preservation	2,300,000	0	2,300,000
500512	Streetlight Enhancements-CBD/Town Center	250,000	470,000	720,000
507055	Streetlighting	750,000	2,473,000	3,223,000
508000	Subdivision Roads Participation	4,111,000	3,805,000	7,916,000
459967	Takoma Park Fire Station 2 Replacement	2,275,000	8,512,000	10,787,000
500715	Takoma/Langley Park Transit Center	1,687,000	0	1,687,000
500704	Traffic Signal System Modernization	1,300,000	0	1,300,000
507154	Traffic Signals	2,800,000	3,159,000	5,959,000
509036	Transportation Improvements For Schools	200,000	769,000	969,000
450504	Travilah Fire Station	1,880,000	3,984,000	5,864,000
500101	Travilah Road	965,000	9,198,000	10,163,000
509997	U.S. 29 Sidewalks	282,000	3,820,000	4,102,000
500513	U.S. 29 Sidewalks - West Side	400,000	0	400,000
720500	Upper County Outdoor Pool Renovation	2,376,000	310,000	2,686,000
450102	West Germantown Fire Station	2,045,000	6,964,000	9,009,000
150401	Wheaton Redevelopment Program	1,070,000	2,052,000	3,122,000
450505	Wheaton Rescue Squad Relocation	30,000	60,000	90,000
500505	White Ground Road Bridge No. M-138	1,121,000	250,000	1,371,000
720101	White Oak Community Recreation Center	15,791,000	1,429,000	17,220,000
500602	White Oak Transit Center	478,000	343,000	821,000
500151	Woodfield Road Extended	1,843,000	9,600,000	11,443,000
Total - Montgomery County Government		316,342,000	573,180,000	889,522,000

Project #	Project Name	FY07 Appropriation
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M-NCPPC Projects:

998798	Acquisition: Non-Local Parks	3,135,000
018710	Legacy Open Space	5,885,000

The County contribution to Acquisition: Non-Local Parks and Legacy Open Space includes:

998798	Acquisition: Non Local Parks - County Current Revenue - General	135,000
018710	Legacy Open Space - County G.O. Bonds	50,000

The County will contribute the following additional amounts for non-local park development and stormwater management facility maintenance:

1.	County G.O. Bonds	8,489,000
2.	County Current Revenue - General	3,023,000

The County will contribute \$348,000 in County G.O. Bonds to the Matthew Henson Trail project # 500400.

PART II: REVISED PROJECTS

The projects described in this section were revised from, or were not included among, the projects as recommended by the County Executive in the County Executive's Recommended FY 2007 Capital Budget and Capital Improvements Program FY 2007-2012. These projects are approved.

ALARF: MCG -- No. 316222

Category **General Government**
 Agency **Management and Budget**
 Planning Area **Countywide**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

May 23, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	16	16	0	0	0	0	0	0	0	0	0
Land	31,746	11	7,735	24,000	4,000	4,000	4,000	4,000	4,000	4,000	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	31,762	27	7,735	24,000	4,000	4,000	4,000	4,000	4,000	4,000	*

FUNDING SCHEDULE (\$000)

PAYGO	0	0	0	0	0	0	0	0	0	0	0
Revolving Fund - G.O. Bonds	31,762	27	7,735	24,000	4,000	4,000	4,000	4,000	4,000	4,000	0
Land Sale	0	0	0	0	0	0	0	0	0	0	0
State Aid	0	0	0	0	0	0	0	0	0	0	0
Rental Income - General	0	0	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)**DESCRIPTION**

The Advance Land Acquisition Revolving Fund [ALARF] was established to support the implementation of capital project and facility programs in the County. Acquisition of land in advance of actual construction saves money in the face of rising land prices and enables suitable locations for libraries, fire stations, and similar facilities to be secured before development eliminates choice and forces acceptance of a less accessible or desirable site. The revolving fund works in the following way: the unencumbered revolving appropriation balance in the fund is used to purchase land for various public facilities which are either approved in the capital program or which appear in adopted area master plans. Later, the fund is reimbursed by appropriations to the specific facility project accounts; then, the associated expenditures are transferred from the ALARF project to the facility project, thereby freeing up the appropriation for future expenditures. The reimbursement is desirable for accounting purposes in order to make the cost of the site clearly a part of the total cost of a specific project. Reimbursement also maintains the balance in the revolving fund. A number of such reimbursements are scheduled in this capital program. Cost estimates are not given for possible acquisitions since any estimates would be speculative. Immediately prior to initiating acquisition proceedings on any site, independent professional appraisals are prepared. When projected land costs appear to be considerably greater than anticipated, consultation with the County Council is useful. In the event the County Executive proceeds with advance land acquisition in years before those shown on project description forms, consultation with Council would be useful. The cumulative appropriation is the amount of the revolving fund, as well as certain special appropriations to this project as described below. Costs shown for prior years include the land acquisition reimbursable to the fund and other charges incurred in site selection, such as appraisal, legal costs, and other required actions. Also displayed are expenditures associated with special appropriations, not to be reimbursed. The nonreimbursable amounts are considered sunk costs. Expenditures portrayed above in FY07-12 are for fiscal planning purposes only and represent land acquisition not shown on applicable individual CIP project description forms in order to preserve confidentiality of estimates and negotiations with landowners. ALARF acquisitions are typically reimbursed by appropriations from projects with various revenue sources.

OTHER

Expenditures to buy land using ALARF appropriations made after October 5, 1998, must be reimbursed to the Fund. If the County does not intend to reimburse the Fund, then the land cannot be purchased from the Fund's appropriation and must be purchased in a separate project. This restriction does not apply to land already purchased. To ensure that the County does not lose the opportunity to acquire sites for future projects, the Council encourages the Executive to acquire more sites and to acquire sites earlier than previously assumed. The Council also urges the County Executive to work with Maryland-National Capital Park and Planning Commission staff to review future facility needs in master plans and department strategic plans to identify sites beyond those for projects in facility planning and the current CIP for acquisition. If more sites are acquired, the existing balance may not be sufficient, and the Council encourages the Executive to recommend a supplemental appropriation if necessary.

*Expenditures will continue indefinitely.

FISCAL NOTE

Expenditures and resources for Silver Spring ALARF (as part of the Silver Spring Redevelopment Project) previously shown here have been closed out.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY62	(\$000)
Initial Cost Estimate		6,000
First Cost Estimate		
Current Scope	FY88	28,341
Last FY's Cost Estimate		64,812
Present Cost Estimate		31,762

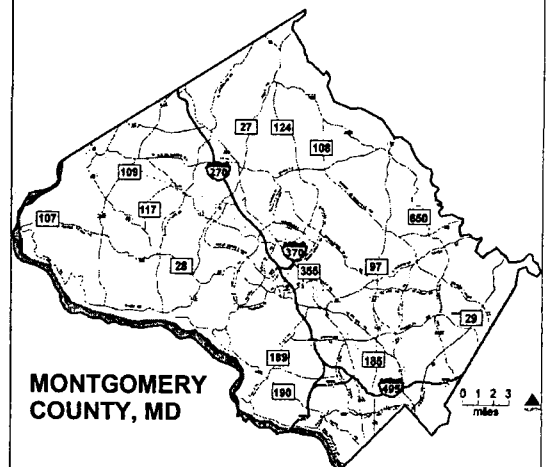
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		7,762
Expenditures/Encumbrances		537
Unencumbered Balance		7,225

Partial Closeout Thru	FY04	234
New Partial Closeout	FY05	0
Total Partial Closeout		234

COORDINATION

Department of Public Works and Transportation
 Other Departments
 Office of Management and Budget
 Department of Finance

MAP

Broome School -- No. 640501

Category General Government
Agency Public Works & Transportation
Planning Area Aspen Hill
Relocation Impact None

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,937	0	0	2,937	0	0	0	1,476	1,461	0	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,937	0	0	2,937	0	0	0	1,476	1,461	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,937	0	0	2,937	0	0	0	1,476	1,461	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

The Broome School property is used for various purposes by the Board of Elections, Health and Human Services, Recreation, the City of Rockville, and other public entities. This project provides for the planning and design of a complete renovation of the existing building to address health and safety issues due to the condition of the 50 year old structure. Facility renovation will include replacement of the HVAC, Plumbing, Electrical, and Fire Suppression Systems, and Elevators as needed.

Service Area

Countywide

JUSTIFICATION

While the shell of the 140,000 square foot building has an approximate life expectancy of another 25 years; the existing building systems require replacement and renovation. The current building infrastructure, including bathrooms, need to be replaced to comply with present building code requirements. HVAC piping and electrical systems are failure prone, not energy efficient, and difficult to maintain due to lack of spare parts. Present and future uses also warrant additional electrical and HVAC service capacity, which existing systems cannot accommodate. Relocating the current occupants to other locations is difficult and costly due to the character and nature of uses. In addition, the accessibility by public transportation for the other services at this facility including the Board of Elections, Community Services for Autistic Adults and Children, City of Rockville Recreation facilities, and the Interfaith Clothing Center makes relocation to comparable space problematic.

Plans and Studies

A Program of Requirements and Parking Evaluation have been prepared. Preliminary design was completed in the Facility Planning: MCG project in the FY03-04 timeframe, prior to the establishment of this stand-alone project. A pedestrian impact analysis has been completed for this project.

Cost Change

This project now includes funding for design only.

STATUS

Preliminary planning stage.

OTHER

The Broome School may be used as "flex space" for staff when County buildings in the Rockville Core, such as the Judicial Center, the Executive Office Building, and the Council Office Building, are renovated.

FISCAL NOTE

The total cost of this project is estimated to be between \$33 and \$37 million. Final construction cost will be determined during the design phase.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		19,748
First Cost Estimate		
Current Scope	FY07	2,937
Last FY's Cost Estimate		19,748
Present Cost Estimate		2,937
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Board of Elections
City of Rockville, Parks and Recreation
Department of Health and Human Services
Department of Permitting Services
Department of Public Works and Transportation,
Division of Capital Development
Department of Technology Services
Maryland-National Capital Park and Planning
Commission
Washington Suburban Sanitary Commission

MAP

See Map on Next Page

Council Office Building Renovations -- No. 010100

Category General Government
 Agency Public Works & Transportation
 Planning Area Rockville
 Relocation Impact None

Date Last Modified
 Required Adequate Public Facility

May 15, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	494	7	174	313	0	189	124	0	0	0	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,754	0	0	2,754	0	688	2,066	0	0	0	0
Other	659	0	0	659	0	162	497	0	0	0	0
Total	3,907	7	174	3,726	0	1,039	2,687	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,050	7	174	2,869	0	811	2,058	0	0	0	0
Cable TV	857	0	0	857	0	228	629	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project will renovate the hearing room, conference room, and anteroom on the third floor of the Council Office Building. These rooms have not been renovated in at least 30 years. The basic structure of the rooms will be retained. The renovation will improve disability access and upgrade the HVAC system, the lighting systems, and the audio-visual systems.

JUSTIFICATION

The improvements described above will better serve all users of the rooms, including the general public, civic groups, the Delegation, and the Council.

Plans and Studies

The Program of Requirements for this project has been updated to reflect the most recent requirements. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to a revised cost estimate and construction cost escalation.

STATUS

Planning stage.

OTHER

When the Council reviewed this project in May 2005, Executive staff had not completed the updating of cost estimates. The cost has increased from the original estimate prepared in 1999.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																		
<table border="1"> <tr><td>Date First Appropriation</td><td>FY05</td><td>(\$000)</td></tr> <tr><td>Initial Cost Estimate</td><td></td><td>1,612</td></tr> <tr><td>First Cost Estimate</td><td></td><td></td></tr> <tr><td>Current Scope</td><td>FY05</td><td>1,695</td></tr> <tr><td>Last FY's Cost Estimate</td><td></td><td>1,772</td></tr> <tr><td>Present Cost Estimate</td><td></td><td>3,907</td></tr> </table>	Date First Appropriation	FY05	(\$000)	Initial Cost Estimate		1,612	First Cost Estimate			Current Scope	FY05	1,695	Last FY's Cost Estimate		1,772	Present Cost Estimate		3,907	County Council Department of Public Works and Transportation, Division of Capital Development Department of Technology Services	
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<table border="1"> <tr><td>Appropriation Request</td><td>FY07</td><td>0</td></tr> <tr><td>Appropriation Request Est.</td><td>FY08</td><td>3,548</td></tr> <tr><td>Supplemental</td><td></td><td></td></tr> <tr><td>Appropriation Request</td><td>FY06</td><td>0</td></tr> <tr><td>Transfer</td><td></td><td>0</td></tr> </table>	Appropriation Request	FY07	0	Appropriation Request Est.	FY08	3,548	Supplemental			Appropriation Request	FY06	0	Transfer		0					
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Transfer		0																		
<table border="1"> <tr><td>Cumulative Appropriation</td><td></td><td>359</td></tr> <tr><td>Expenditures/</td><td></td><td></td></tr> <tr><td>Encumbrances</td><td></td><td>12</td></tr> <tr><td>Unencumbered Balance</td><td></td><td>347</td></tr> </table>	Cumulative Appropriation		359	Expenditures/			Encumbrances		12	Unencumbered Balance		347								
Cumulative Appropriation		359																		
Expenditures/																				
Encumbrances		12																		
Unencumbered Balance		347																		
<table border="1"> <tr><td>Partial Closeout Thru</td><td>FY04</td><td>0</td></tr> <tr><td>New Partial Closeout</td><td>FY05</td><td>0</td></tr> <tr><td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Partial Closeout Thru	FY04	0	New Partial Closeout	FY05	0	Total Partial Closeout		0											
Partial Closeout Thru	FY04	0																		
New Partial Closeout	FY05	0																		
Total Partial Closeout		0																		
		See Map on Next Page																		

Elevator Modernization -- No. 509923

Category
Agency
Planning Area
Relocation Impact

General Government
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,324	407	167	750	75	75	150	150	150	150	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	39	39	0	0	0	0	0	0	0	0	0
Construction	7,691	2,821	620	4,250	425	425	850	850	850	850	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	9,054	3,267	787	5,000	500	500	1,000	1,000	1,000	1,000	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,582	3,267	315	5,000	500	500	1,000	1,000	1,000	1,000	0
Current Revenue:											
General	472	0	472	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				-62	-2	-4	-8	-12	-16	-20	0
Energy				-31	-1	-2	-4	-6	-8	-10	0
Net Impact				-93	-3	-6	-12	-18	-24	-30	0

DESCRIPTION

This project provides for the orderly replacement/renovation of aging and outdated elevator systems in County-owned buildings. This project also includes periodic condition assessments of elevator systems in County buildings.

JUSTIFICATION

Many elevator systems in County buildings are inefficient, outdated, and beyond economic repair. The useful life of heavy use equipment (hoist, machine motor generation set, governor, controls, car safety devices, door operator, rails, AC pump units, car buffers, and door hardware, etc.) has been exhausted. The existing maintenance program is only capable of keeping the elevator operational. In some cases, spare parts are not readily available in the market, resulting in increased shut down time, greater energy consumption, and higher maintenance costs. Renovation/replacement of aging and outdated elevator systems improves reliability, energy conservation, safety, and code compliance.

Plans and Studies

A facility condition assessment of 24 County facilities completed by a consultant in FY05 has been used to prioritize the six-year program.

The March 2005, "report of the infrastructure maintenance task force," identified an annual level of effort for elevator modernization based on a 25-year lifespan.

Cost Change

Increase due to the extension of the program to maintain a 25 year lifecycle (achieved in FY09).

STATUS

Ongoing.

Schedule elevator modernizations:

FY06: Council Office Building

FY07: 1301 Piccard Drive

FY08: Holiday Park Senior Center

OTHER

*Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		3,411
First Cost Estimate		
Current Scope	FY07	8,582
Last FY's Cost Estimate		3,582
Present Cost Estimate		9,054

Appropriation Request	FY07	500
Appropriation Request Est.	FY08	500
Supplemental		
Appropriation Request	FY06	472
Transfer		0

Cumulative Appropriation		3,582
Expenditures/		
Encumbrances		3,511
Unencumbered Balance		71

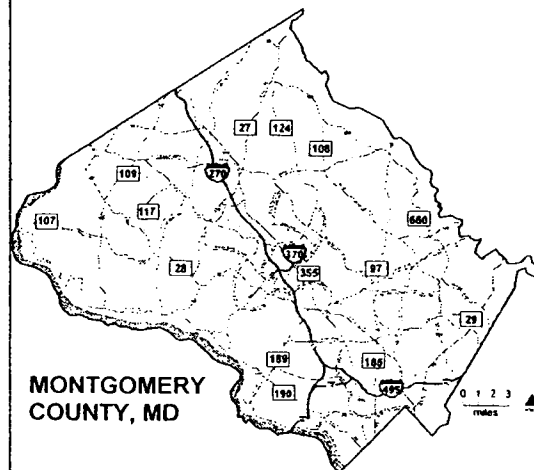
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Departments affected by Elevator Modernization projects

Department of Public Works and Transportation,
Division of Operations and Division of Capital Development

MAP



Facilities Site Selection: MCG -- No. 500152

Category General Government
Agency Public Works & Transportation
Planning Area Countywide
Relocation Impact None

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	422	127	145	150	25	25	25	25	25	25	0
Land	60	60	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction											
Other	3	3	0	0	0	0	0	0	0	0	0
Total	485	190	145	150	25	25	25	25	25	25	0

FUNDING SCHEDULE (\$000)

Current Revenue:											
General	485	190	145	150	25	25	25	25	25	25	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for site selection for: North County Depot, Shady Grove Services Park (including the Equipment Management Operations Center (EMOC), the Liquor Control Warehouse, the Radio Repair Shop, MCPS Facilities, M-NCPPC Maintenance Facility, the Shady Grove Library, and the Shady Grove/MD 355 Fire Station), Police Headquarters, Wheaton Area Recreation Facilities, Kensington Fire Station 18, Piccard Drive Facilities, 2nd District (Bethesda) Police Station, and other site selection activities such as appraisals, geotechnical services, environmental studies, and surveys.

Plans and Studies

Police Facilities Plan; Recreation Facility Development Plan FY97-2010.

Cost Change

Increase due to the addition of FY11 and FY12 to this ongoing project.

STATUS

Ongoing.

OTHER

These funds will be used for site selection only. No land will be purchased without notice to the County Council that must include the reasons why the proposed site is appropriate for the specific project being planned, including the expected size of the facility and how the site is responsive to community needs. Notice to the County Council regarding the purchase of land for the Silver Spring Library must include an evaluation of the current site. Any land acquisition will be funded initially through ALARF: MCG, then reimbursed by a future appropriation from the specific project. The County Council's Management and Fiscal Policy Committee intends to review the current processes for facility planning and site selection and may decide in future years that site selection should not continue to be a separate project. To ensure that the County does not lose the opportunity to acquire sites for future projects, the Council encourages the Executive to acquire more sites and to acquire sites earlier than previously assumed. The Council also urges the County Executive to work with the Maryland-National Capital Park and Planning Commission staff to review future facility needs in master plans and department strategic plans to identify sites beyond those for projects in facility planning and the current CIP for acquisition.

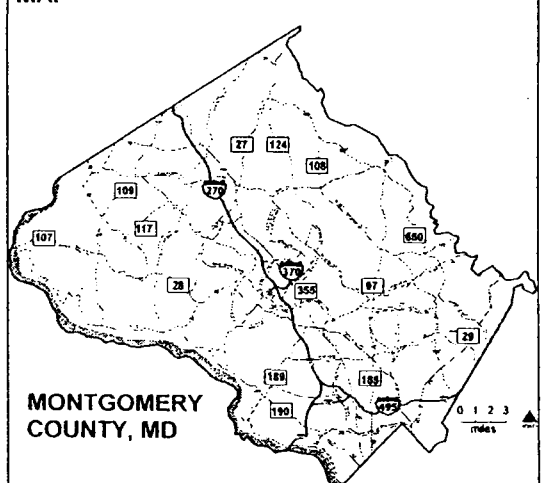
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		140
First Cost Estimate		
Current Scope	FY07	485
Last FY's Cost Estimate		435
Present Cost Estimate		485
Appropriation Request	FY07	25
Appropriation Request Est.	FY08	25
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		335
Expenditures/		
Encumbrances		200
Unencumbered Balance		135
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Police
Department of Public Libraries
Department of Public Works and Transportation,
Division of Capital Development
Department of Recreation
Maryland-National Capital Park and Planning
Commission
Office of Management and Budget
Regional Services Centers

MAP



Facility Planning: MCG -- No. 508768

Category
Agency
Planning Area
Relocation Impact

General Government
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 23, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	8,103	4,856	1,347	1,900	275	325	325	325	325	325	0
Land	5	5	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	7	0	0	0	0	0	0	0	0	0
Construction	49	49	0	0	0	0	0	0	0	0	0
Other	157	157	0	0	0	0	0	0	0	0	0
Total	8,321	5,074	1,347	1,900	275	325	325	325	325	325	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	225	225	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	8,076	4,829	1,347	1,900	275	325	325	325	325	325	0
Fire Consolidated	0	0	0	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	20	20	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for general government facility planning studies for a variety of projects under consideration in the CIP. In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, Montgomery County develops a Program of Requirements (POR) that outlines the general and specific features required on the project. Selected projects range in type including: new buildings, renovation of existing buildings, stormwater management, and recycling centers. Facility planning is a decision making process that includes the determination of the purpose of, and need for, a candidate project, a rigorous investigation of non-County sources of funding, and, in some cases, an estimate of the cost of the design and an estimated range of the cost of construction of the project. Facility planning represents planning and preliminary design and develops a POR in advance of full programming of a project in the CIP. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section in Volume I.

JUSTIFICATION

There is a continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed facility projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects which result from facility planning will each reflect reduced planning and design costs.

Cost Change

Increase due to the addition of new planning studies to the FY07 workload and the addition of FY11-12 to this ongoing project.

STATUS

Ongoing

OTHER

The study proposals under this program are developed in conjunction with program departments, the Department of Public Works and Transportation, Division of Capital Development, the Office of Management and Budget (OMB), and consultants to ensure that completed studies show full costs and program requirements. Planning studies underway or to be completed in FY07 or FY08 are listed on the next page. The list includes projects that will potentially be considered for inclusion as stand alone projects in the FY09-14 CIP. Other projects not listed may be planned under urgent situations. To strengthen facility planning: 1) a cost estimating database will be created to assist in preparing accurate cost estimates for the CIP; 2) a standard template for Programs of Requirements will be created.

FISCAL NOTE

* Expenditures will continue indefinitely.

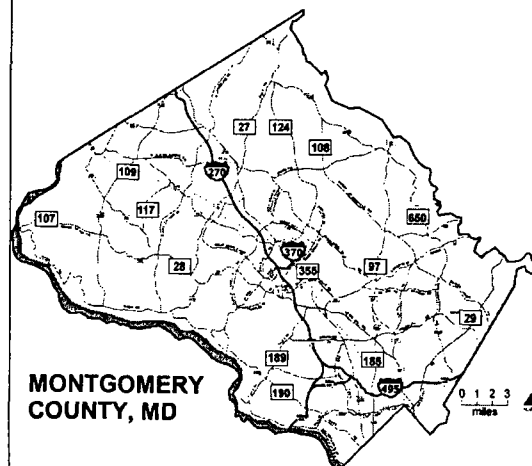
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY87	(\$000)
Initial Cost Estimate		955
First Cost Estimate		
Current Scope	FY07	8,321
Last FY's Cost Estimate		7,721
Present Cost Estimate		8,321
Appropriation Request	FY07	275
Appropriation Request Est.	FY08	325
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation Expenditures/		6,421
Encumbrances		5,360
Unencumbered Balance		1,061
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Environmental Protection
Department of Public Works and Transportation,
Division of Capital Development
Department of Correction and Rehabilitation
Department of Fire and Rescue Services
Department of Police
Department of Health and Human Services
Department of Recreation
Department of Public Libraries
Circuit Court
Criminal Justice Facility Master Plan Task Force
Office of Management and Budget
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee
Washington Metropolitan Area Transit Authority
Maryland Transit Administration

MAP



Facility Planning: MCG No. 508768

Planning studies underway or to be completed during FY07 and FY08:

2nd District (Bethesda) Police Station
401 Hungerford Drive
5th District (Germantown) Police Station Renovation
Aspen Hill Fire Station 25 Addition
Bauer Drive Community Recreation Center Renovation
Board of Elections Strategic Facility Plan
Corrections Pre-release Kitchen Addition and Renovation
Department of Correction and Rehabilitation Strategic Facility Plan
Department of Fire and Rescue Apparatus Maintenance Facility
Design Manual for New Fire Stations
Detox Facility (14703 Avery Road)
Germantown Transit Center Bathrooms
Health and Human Services Strategic Facility Plan
HVAC Assessment for All Fire Stations
Kensington Fire Station 18
Laytonsville Fire Station 17
Margaret Schweinhaut Senior Center
Neighborhood Centers Engineering Study
(Ross Boddy, Clara Barton, Scotland, Good Hope, Plum Gar)
Piccard Drive Facilities
Police Headquarters and Crime Laboratory
Progress Place
PSTA Auditorium / Lecture Hall
Security Facility Plan
Shady Grove/MD 355 Fire Station
Shady Grove/Muncaster Mill/Laytonsville Library
Upper County Community Recreation Center
Wheaton Area Recreation Facilities

Germantown Library Reuse -- No. 500710

Category
Agency
Planning Area
Relocation Impact

General Government
Public Works & Transportation
Germantown
None.

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	515	0	0	515	515	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	515	0	0	515	515	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	515	0	0	515	515	0	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design of a renovation of the current Germantown Library. With the completion of the new Germantown Library facility in the town center expected in 2006, several programs will be relocated to the current library space when it is vacated. The space totals approximately 16,000 square feet and is on the first floor of the Upcounty Regional Services Center and near the main lobby entrance. A daily flow of walk-in customers will receive "counter service" from satellite operations of various agencies. In addition, the Administration Office of the Upcounty Regional Services Center will add space needed for building-related storage and flex-offices that will allow agencies from other parts of the County to serve the Upcounty population as needed.

JUSTIFICATION

With a number of services relocating to the space, renovation is needed. A reassessment of the variety of services provided at the Upcounty Regional Services Center will respond to a service demand that is steadily increasing. Relocating programs to this space, which is off the building's main lobby, will provide improved visibility and access for the Center's 2,500 daily visitors and will maintain the mission of the Center which is to provide services for every segment of the community.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Not applicable

STATUS

Planning Stage

OTHER

Before design is completed, Executive staff must review the cost and the programs to be added to the Upcounty Regional Services Center with the Management and Fiscal Policy Committee.

FISCAL NOTE

The cost of construction is estimated to be between \$4.2 million and \$5.0 million. Final construction cost will be determined during the design phase.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		515
First Cost Estimate		
Current Scope	FY07	515
Last FY's Cost Estimate		0
Present Cost Estimate		515
Appropriation Request	FY07	515
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Upcounty Regional Services Center
Department of Public Libraries
Department of Public Works and Transportation
Department of Permitting Services
Department of Health and Human Services
Department of Technology Services

MAP

See Map on Next Page

Glen Echo Park -- No. 500004

Category
Agency
Planning Area
Relocation Impact

General Government
Public Works & Transportation
Cabin John
None.

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,702	2,959	493	250	250	0	0	0	0	0	0
Land	2	2	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,208	0	608	600	600	0	0	0	0	0	0
Construction	17,186	12,912	3,024	1,250	1,250	0	0	0	0	0	0
Other	114	114	0	0	0	0	0	0	0	0	0
Total	22,212	15,987	4,125	2,100	2,100	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

PAYGO	5,796	5,796	0	0	0	0	0	0	0	0	0
G.O. Bonds	1,114	0	414	700	700	0	0	0	0	0	0
Contributions	300	300	0	0	0	0	0	0	0	0	0
Federal Aid	8,002	5,163	2,139	700	700	0	0	0	0	0	0
State Aid	7,000	4,728	1,572	700	700	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

For over a century, Glen Echo Park, a National Park Service (NPS) owned property, has served the region as a center for education, entertainment, and cultural development. Diminishing NPS resources led to the deterioration of the park facilities, some of which are now structurally unsound and all of which are in extreme disrepair. This project will stabilize and rehabilitate the existing dilapidated park structures. It will also demolish the existing administration building and build an educational complex, with limited administrative spaces, on the existing building's footprint. The County will manage construction as a joint venture with the NPS and the State. Utility and storm drain construction for the National Park Service to a total of \$450,000 was added in FY02.

JUSTIFICATION

Glen Echo Park was acquired by the NPS to protect the land and scenery adjacent to the Potomac River Palisades. In addition to this conservation goal, the park contributes to the social fabric of the region by providing social, educational, cultural, and recreational opportunities. The park itself is listed as a historic district on the National Register of Historic Places and nine of the individual structures were determined to contribute to the district's architectural and historic significance. Further, the park contributes to the collective history of the region's residents.

Plans and Studies

In 1998, the National Park Service began developing a long-range management plan for the park, including a review of the operational management alternatives. Shortly thereafter, the County Executive established the Glen Echo Park Working Group, which included park neighbors and program participants, as well as County, State, and Federal government representatives, to develop a renovation and management plan for the park. After the Management Plan was approved, the Working Group was disbanded and the Executive has established an implementation committee with community and business representatives to establish a non-profit entity to manage GEP under contract with the County. Capital improvements and scope of work for park facilities are outlined in the Glen Echo Park Stabilization and Rehabilitation Plan, July 1999. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to revised cost estimate to complete the rehabilitation of the park. The Federal government contributed \$262,000 for interior construction of NPS offices and information areas.

STATUS

In July 1998, the working group's recommendations were endorsed by the County Executive and presented to the NPS. The NPS has decided to separate the rehabilitation and management components of the long-range park plan. An Environmental Impact Study was completed in 2000. The management plan was finalized by the NPS in 2001. For the annual operation of the park, the working group's proposal included a County subsidy of \$100,000 for four years, after which the County subsidy would end. The County approved \$100,000 subsidies in FY03, FY04, FY05, and FY06. The County approved an additional \$80,000 in FY04 for maintenance. The project schedule is adjusted to conform with current project implementation expectations.

FISCAL NOTE

In September 1999, a cooperative agreement among the NPS, Montgomery County, and the State of Maryland was established for the purpose of facilitating a cost-sharing arrangement for the stabilization and rehabilitation of park facilities. The State's FY00 CIP includes their participation in this project. The Federal FY00 budget includes Federal project participation.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		20,258
First Cost Estimate		
Current Scope	FY07	22,212
Last FY's Cost Estimate		19,850
Present Cost Estimate		22,212
Appropriation Request	FY07	1,175
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	262
Transfer		0
Cumulative Appropriation		19,850
Expenditures/		
Encumbrances		17,600
Unencumbered Balance		2,250
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Arts and Humanities Council of Montgomery County
Bannockburn Civic Association
Bethesda-Chevy Chase Regional Services Center
Department of Public Works and Transportation,
Division of Capital Development
Glen Echo Cooperator's Association
Glen Echo Park Foundation
Glen Echo Park Stabilization and Rehabilitation
Plan, July 1999
Maryland-National Capital Park and Planning
Commission
National Campaign to Save Glen Echo Park
National Park Service
Preservation Maryland
State of Maryland
Town of Glen Echo

The Executive asserts that this project conforms to the requirements of local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

Government Core Facilities Study -- No. 500721

Category
Agency
Planning Area
Relocation Impact

General Government
Public Works & Transportation
Rockville
None.

Date Last Modified
Required Adequate Public Facility

May 16, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	250	0	0	250	250	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	250	0	0	250	250	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue:											
General	250	0	0	250	250	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for a facility planning study for the County Government Core Facilities located in, or to be located in, downtown Rockville including the Executive Office Building, the Judicial Center, the Judicial Center Annex, Council Office Building, and the Grey Court House. This study will include a comprehensive analysis of the County Government's space needs and uses and will provide a plan for phased staff movements during the construction and renovation of the buildings in the Government Core. Some County functions, currently located outside of the Government Core, may be more appropriately housed in the Core, and vice versa.

JUSTIFICATION

Current County Government buildings in downtown Rockville will require major systems renovations over the next several years. The HVAC and electrical systems of the Executive Office Building and the Judicial Center require substantial redesign and renovation which will require temporary relocation of offices and personnel located in these facilities. The new Judicial Center Annex, scheduled for design in the FY07-12 CIP, will provide additional courtrooms for the Circuit Court, and may also provide or free up swing space for use during the renovation of other County facilities. The Broome School may also be used as swing space.

COST CHANGE

Not applicable.

STATUS

Planning phase.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																						
<table> <tr> <td>Date First Appropriation</td><td>FY07</td><td>(\$000)</td></tr> <tr> <td>Initial Cost Estimate</td><td></td><td>250</td></tr> <tr> <td>First Cost Estimate</td><td></td><td></td></tr> <tr> <td>Current Scope</td><td>FY07</td><td>250</td></tr> <tr> <td>Last FY's Cost Estimate</td><td></td><td>0</td></tr> <tr> <td>Present Cost Estimate</td><td></td><td>250</td></tr> <tr> <td>Appropriation Request</td><td>FY07</td><td>250</td></tr> <tr> <td>Appropriation Request Est.</td><td>FY08</td><td>0</td></tr> <tr> <td>Supplemental</td><td></td><td></td></tr> <tr> <td>Appropriation Request</td><td>FY06</td><td>0</td></tr> <tr> <td>Transfer</td><td></td><td>0</td></tr> <tr> <td>Cumulative Appropriation</td><td></td><td>0</td></tr> <tr> <td>Expenditures/</td><td></td><td></td></tr> <tr> <td>Encumbrances</td><td></td><td>0</td></tr> <tr> <td>Unencumbered Balance</td><td></td><td>0</td></tr> <tr> <td>Partial Closeout Thru</td><td>FY04</td><td>0</td></tr> <tr> <td>New Partial Closeout</td><td>FY05</td><td>0</td></tr> <tr> <td>Total Partial Closeout</td><td></td><td>0</td></tr> </table>	Date First Appropriation	FY07	(\$000)	Initial Cost Estimate		250	First Cost Estimate			Current Scope	FY07	250	Last FY's Cost Estimate		0	Present Cost Estimate		250	Appropriation Request	FY07	250	Appropriation Request Est.	FY08	0	Supplemental			Appropriation Request	FY06	0	Transfer		0	Cumulative Appropriation		0	Expenditures/			Encumbrances		0	Unencumbered Balance		0	Partial Closeout Thru	FY04	0	New Partial Closeout	FY05	0	Total Partial Closeout		0	<p>County Council Department of Public Works and Transportation Facility Planning: MCG Office of Management and Budget Departments in the Government Core Facilities</p>	<p>See Map on Next Page</p>
Date First Appropriation	FY07	(\$000)																																																						
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Partial Closeout Thru	FY04	0																																																						
New Partial Closeout	FY05	0																																																						
Total Partial Closeout		0																																																						

Planned Lifecycle Asset Replacement: MCG -- No. 509514

Category General Government
Agency Public Works & Transportation
Planning Area Countywide
Relocation Impact None

Date Last Modified
Required Adequate Public Facility

April 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	300	0	0	300	50	50	50	50	50	50	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,543	0	781	2,762	512	450	450	450	450	450	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,843	0	781	3,062	562	500	500	500	500	500	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,750	0	750	3,000	500	500	500	500	500	500	0
Current Revenue: General	93	0	31	62	62	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for a comprehensive lifecycle replacement program to protect the County's investment in facilities and to sustain efficient and reliable facility operation. The project is targeted at slowing the deterioration of key facility and site components based on an inventory of their age and condition. The project includes: mechanical/plumbing equipment; lighting system replacement not covered under the Energy Conservation CIP program; building structural and exterior envelope refurbishment; and reconstruction of sidewalks and curbs adjacent to County facilities. The scope of this project parallels approved CIP projects of Montgomery County Public Schools, Montgomery College, and M-NCPPC.

JUSTIFICATION

The County currently has a significant backlog of facility and site components that result from facility age and past deferrals of deficiencies. Various components are outdated, inefficient, and costly to repair. The replacement of components significantly extends the useful life of County facilities. In FY05, DPWT engaged a consultant to conduct a comprehensive facility condition assessment survey of 24 County facilities, or approximately 10 percent of the County's facility inventory. Based upon the age and condition of each component and industry-accepted component lifetimes, a priority listing of component replacement was developed.

Plans and Studies

The results of a facility condition assessment of 24 County facilities completed by a consultant in FY05 have been used to prioritize the six-year program.

Cost Change

Increase due to the addition of FY11-12 to this ongoing project and the addition of \$62,000 in FY07 for a replacement sign for the Long Branch Community Recreation Center.

STATUS

Ongoing.

FISCAL NOTE

*Expenditures will continue indefinitely.

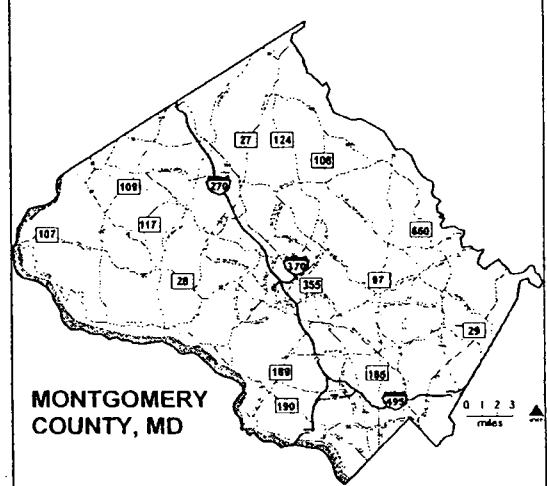
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY95	(\$000)
Initial Cost Estimate		350
First Cost Estimate		
Current Scope	FY07	3,781
Last FY's Cost Estimate		3,505
Present Cost Estimate		3,843
Appropriation Request	FY07	562
Appropriation Request Est.	FY08	500
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		781
Expenditures/		
Encumbrances		34
Unencumbered Balance		747
Partial Closeout Thru	FY04	5,661
New Partial Closeout	FY05	724
Total Partial Closeout		6,385

COORDINATION

Asbestos Abatement: MCG
Department of Public Works and Transportation,
Division of Capital Development and Division of
Operations
Energy Conservation: MCG
Facility Planning: MCG
HVAC/Electrical Replacement: MCG
Roof Replacement: MCG
Department of Recreation

MAP



Temperature Controlled Liquor Warehouse -- No. 850500

Category
Agency
Planning Area
Relocation Impact

General Government
Liquor Control
Rockville
None

Date Last Modified
Required Adequate Public Facility

May 8, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,180	16	0	1,164	1,107	57	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,083	0	0	1,083	1,064	19	0	0	0	0	0
Construction	5,085	0	0	5,085	4,237	848	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,348	16	0	7,332	6,408	924	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Certificates of Participation	7,348	16	0	7,332	6,408	924	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				714	0	142	143	143	143	0
Energy				593	0	117	119	119	119	0
Net Impact				1,307	0	259	262	262	262	0

DESCRIPTION

The project provides for an additional 52,000 square feet of support function, liquor/wine, and packaged beer storage space to the existing building, expansion of the truck parking area, and provision of air-conditioning for the existing warehouse facility. The new packaged beer storage space of approximately 26,000 square feet will comply with mandated supplier facility requirements.

JUSTIFICATION

Various beer manufacturers require their beer to be stored at specific temperatures. The existing warehouse cannot meet these temperature requirements. The warehouse is also used for storing other temperature-sensitive products, including wine. The existing warehouse is the designated work place for permanent, full-time County employees. It is currently the only County non-air-conditioned worksite.

Plans and Studies

Program of Requirements (POR) and "Temperature Control Warehouse Expansion" study completed. Pedestrian Safety will be considered during design.

Cost Change

Cost will be updated when the County receives bids from contractors. At that time, the County Executive will request a Resolution authorizing the issuance of Certificates of Participation (COPS) to fund this project.

STATUS

Planning stage.

OTHER

The intent is that this project will be in place until FY14.

FISCAL NOTE

The Department of Liquor Control will finance the cost of this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		7,348
First Cost Estimate		
Current Scope	FY05	7,348
Last FY's Cost Estimate		7,348
Present Cost Estimate		7,348

Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Finance
Department of Liquor Control
Department of Permitting Services
Department of Public Works and Transportation,
Division of Capital Development
Department of Technology Services
Washington Suburban Sanitary Commission

MAP

See Map on Next Page

Temperature Controlled Liquor Warehouse -- No. 850500

Category
Agency
Planning Area
Relocation Impact

General Government
Liquor Control
Rockville
None

Date Last Modified
Required Adequate Public Facility

May 8, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,180	16	0	1,164	1,107	57	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,083	0	0	1,083	1,064	19	0	0	0	0	0
Construction	5,085	0	0	5,085	4,237	848	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,348	16	0	7,332	6,408	924	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Certificates of Participation	7,348	16	0	7,332	6,408	924	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				714	0	142	143	143	143	143	0
Energy				593	0	117	119	119	119	119	0
Net Impact				1,307	0	259	262	262	262	262	0

DESCRIPTION

The project provides for an additional 52,000 square feet of support function, liquor/wine, and packaged beer storage space to the existing building, expansion of the truck parking area, and provision of air-conditioning for the existing warehouse facility. The new packaged beer storage space of approximately 26,000 square feet will comply with mandated supplier facility requirements.

JUSTIFICATION

Various beer manufacturers require their beer to be stored at specific temperatures. The existing warehouse cannot meet these temperature requirements. The warehouse is also used for storing other temperature-sensitive products, including wine. The existing warehouse is the designated work place for permanent, full-time County employees. It is currently the only County non-air-conditioned worksite.

Plans and Studies

Program of Requirements (POR) and "Temperature Control Warehouse Expansion" study completed. Pedestrian Safety will be considered during design.

Cost Change

Cost will be updated when the County receives bids from contractors. At that time, the County Executive will request a Resolution authorizing the issuance of Certificates of Participation (COPS) to fund this project.

STATUS

Planning stage.

OTHER

The intent is that this project will be in place until FY14.

FISCAL NOTE

The Department of Liquor Control will finance the cost of this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		7,348
First Cost Estimate		
Current Scope	FY05	7,348
Last FY's Cost Estimate		7,348
Present Cost Estimate		7,348
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Finance
Department of Liquor Control
Department of Permitting Services
Department of Public Works and Transportation,
Division of Capital Development
Department of Technology Services
Washington Suburban Sanitary Commission

MAP

See Map on Next Page

Silver Spring Civic Building -- No. 159921

Category
Agency
Planning Area
Relocation Impact

General Government
County Executive
Silver Spring
None

Date Last Modified
Required Adequate Public Facility

April 6, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,006	548	2,058	400	200	200	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	529	0	0	529	383	146	0	0	0	0	0
Construction	6,115	73	100	5,942	3,645	1,297	1,000	0	0	0	0
Other	687	0	0	687	0	687	0	0	0	0	0
Total	10,337	621	2,158	7,558	4,228	2,330	1,000	0	0	0	0

FUNDING SCHEDULE (\$000)

PAYGO	621	621	0	0	0	0	0	0	0	0	0
G.O. Bonds	7,161	0	1,345	5,816	3,783	1,033	1,000	0	0	0	0
Land Sale	1,742	0	0	1,742	445	1,297	0	0	0	0	0
State Aid	813	0	813	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				1,274	0	142	283	283	283	283	0
Energy				594	0	66	132	132	132	132	0
Cost Savings				-484	0	0	-121	-121	-121	-121	0
Net Impact				1,384	0	208	294	294	294	294	0
Workyears					0.0	0.5	1.0	1.0	1.0	1.0	0.0

DESCRIPTION

This project provides for a Civic Building as part of the Silver Spring Redevelopment project. The Civic Building will be a focal point for County services and community events. Managed and scheduled by the County government and the Community Use of Public Facilities, the building will provide community meeting space to replace space which was provided by the Armory, a multi-media resource center, and office space for the Regional Services Center staff. The Civic Building will be located adjacent to the proposed Veterans' Plaza, which will provide outdoor space for community events. This project is part of a multi-project effort by Montgomery County to support the retail-oriented redevelopment of the Silver Spring Central Business District (CBD), a total public commitment of \$191.2 million.

Service Area

Silver Spring Urban Renewal Area.

JUSTIFICATION

This Civic Building is required to provide permanent office space for the Regional Services Center (RSC) staff which was relocated to leased space in the core of the Central Business District in FY98, and to provide community meeting space that was eliminated when the Silver Spring Armory was demolished as part of the Silver Spring Redevelopment Project.

Plans and Studies

The 1995 Regional Services Center Facilities Strategic Plan supports the need for a center in the region. The costs shown are based on a space requirements study conducted by the Division of Capital Development in consultation with County staff and the local community. The Program of Requirements has been developed and will be finalized based on comments received from the Council's Planning, Housing and Economic Development committee. A review of impacts to pedestrians, bicycles, and ADA requirements (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Cost Change

Cost increase due to market conditions.

STATUS

Final design stage.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		8,582
First Cost Estimate		
Current Scope	FY99	8,582
Last FY's Cost Estimate		9,595
Present Cost Estimate		10,337
Appropriation Request	FY07	742
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		9,595
Expenditures/		
Encumbrances		1,903
Unencumbered Balance		7,692
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Silver Spring Redevelopment Program
Silver Theatre
Round House Theatre
Parking Town Square Garage (#61)
Parking Silver Circle (Wayne Avenue) Garage (#60)
Fenton Street Village
Fenton Street Village Pedestrian Linkages
Silver Spring Regional Services Center
Department of Public Works & Transportation
Department of Finance
Department of Housing and Community Affairs
M-NCPPC
Historic Preservation Commission
Silver Spring Chamber of Commerce
Private developers
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

Silver Spring Redevelopment Pgm -- No. 159281

Category
Agency
Planning Area
Relocation Impact

General Government
County Executive
Silver Spring
None

Date Last Modified
Required Adequate Public Facility

April 6, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	12,579	9,762	1,908	909	545	364	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,080	2,205	153	1,722	1,402	320	0	0	0	0	0
Construction	29,077	17,655	5,770	5,652	984	4,668	0	0	0	0	0
Other	289	284	5	0	0	0	0	0	0	0	0
Total	46,025	29,906	7,836	8,283	2,931	5,352	0	0	0	0	0

FUNDING SCHEDULE (\$000)

PAYGO	8,098	8,098	0	0	0	0	0	0	0	0	0
G.O. Bonds	1,507	0	0	1,507	674	833	0	0	0	0	0
Contributions	458	146	110	202	202	0	0	0	0	0	0
Current Revenue:											
General	703	703	0	0	0	0	0	0	0	0	0
Land Sale	13,537	3,434	3,529	6,574	2,055	4,519	0	0	0	0	0
Revolving Fund - Current Revenue	0	0	0	0	0	0	0	0	0	0	0
State Aid	21,572	17,375	4,197	0	0	0	0	0	0	0	0
Urban District - Silver Spring	150	150	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Energy				158	0	18	35	35	35	35	0
Net Impact				158	0	18	35	35	35	35	0

DESCRIPTION

This project provides for studies, streetscaping, historic preservation, utility undergrounding, site improvements, land acquisition, relocation, and demolition necessary to the renewal of the Silver Spring Urban Renewal Area. This project is part of a multi-project effort by Montgomery County to support the retail-oriented redevelopment of the Silver Spring Central Business District (CBD), a total public commitment of \$191.2 million. This project includes the construction of the Wayne Avenue Plaza, Town Square Plaza, the Veterans Plaza and the median strip on Georgia Avenue, as well as the demolition of the Silver Spring Armory and relocation of the Armory's public meeting space to a new Silver Spring Civic Building. This PDF includes funding for an ice rink and pavilion which will be privately operated on a fee basis and a veterans' memorial to replace the memorial at the Armory, which has been razed. Development of and planning for the appropriate memorial(s) was done in partnership with local veterans' groups. \$33 million for land acquisition, relocation, and demolition expenditures shown in prior years and funded in Silver Spring ALARF have been removed to correspond with the closeout of Silver Spring ALARF.

Service Area

Silver Spring Urban Renewal Area.

Plans and Studies

Recommendation of the Silver Triangle Working Group, December 1991; Blight Documentation of April 1992; Approved Silver Spring CBD Sector Plan of 2000; the Recommendation of the Silver Spring Alternatives Working Group, 1994; the Final Report and Recommendations of the Silver Spring Redev. Advisory Board, 1996; the Approved Silver Spring Urban Renewal Plan, August 1997; and the Approved Site Plan and Project Plan, July 1999. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Cost Change

Cost increase due to market conditions.

STATUS

Construction is underway for the final sections.

OTHER

Up to \$75,000 for funds in this project will be available for consultant assistance to the County Council in its review of revitalization of the Silver Spring Urban Renewal area. The Planning Board has approved the Preliminary Plan, Project Plan, and Site Plan for the project. The Council's Planning, Housing & Economic Development (PHED) committee will continue to receive quarterly briefings to keep the County Council up to date on the progress of the project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY92	(\$000)
Initial Cost Estimate		300
First Cost Estimate		
Current Scope	FY03	42,093
Last FY's Cost Estimate		42,093
Present Cost Estimate		46,025
Appropriation Request	FY07	4,720
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		41,305
Expenditures/		
Encumbrances		34,372
Unencumbered Balance		6,933
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Silver Theatre
Round House Theatre
Silver Spring Civic Building
Parking Town Square Garage (#61)
Parking Silver Circle (Wayne Avenue) Garage (#60)
City Place
Fenton Street Village
Fenton Street Village Pedestrian Linkages
Department of Public Works & Transportation
Department of Housing and Community Affairs
Silver Spring Regional Services Center
State of Maryland
M-NCPPC
Historic Preservation Commission
Silver Spring Chamber of Commerce
Private developers
Affected property owners and business owners
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

Integrated Justice Information System -- No. 340200

Category
Agency
Planning Area
Relocation Impact

General Government
Technology Services
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	675	0	375	300	300	0	0	0	0	0	0
Land											
Site Improvements and Utilities											
Construction											
Other	12,692	2,592	6,419	3,681	1,905	1,776	0	0	0	0	0
Total	13,367	2,592	6,794	3,981	2,205	1,776	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	0	0	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	7,987	273	3,733	3,981	2,205	1,776	0	0	0	0	0
Federal Aid	5,380	2,319	3,061	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Program-Staff				2,193	185	343	398	410	422	435	0
Program-Other				4,207	401	926	743	720	707	710	0
Net Impact				6,400	586	1,269	1,141	1,130	1,129	1,145	0
Workyears					1.9	3.3	4.0	4.0	4.0	4.0	0.0

DESCRIPTION

The Integrated Justice Information System (IJIS) will facilitate the exchange of data about criminals and criminal activity between Montgomery County agencies, the State of Maryland, and the Federal government. IJIS will simplify the steps for users to access data such as warrant and criminal background checks, while maintaining proper security and automatically exchanging data between appropriate agencies and systems. IJIS will be designed, implemented, and maintained to provide timely and appropriate data to field personnel in a clear and effective manner. Most field personnel will log on via a secure web site and view a simple menu of reports to access the data appropriate to their job function (e.g., a criminal background check on prisoners about to be released). IJIS will also be capable of routing data and/or warnings to the appropriate systems and personnel when certain events occur (e.g., if a person in the custody of the County is listed on a warrant from another jurisdiction). IJIS will link different data systems that are required to exchange data (e.g., arrest data between the Police department, the State of Maryland, the Courts, the Department of Corrections and Rehabilitation, and the Federal Bureau of Investigation). IJIS will be designed with modern internet-based architecture, open standards, and security features that meet current demands for information exchange and are highly flexible. IJIS will be flexible enough to allow individual agencies to improve internal information technology architecture for business process improvement, while maintaining proper links to other agency databases crucial to public safety.

JUSTIFICATION

Criminal justice agencies in Montgomery County have embarked upon or have laid the groundwork for major business process changes using information technology systems. Currently criminal justice agencies utilize a single system to hold criminal justice-related data known as the Criminal Justice Information System (CJIS). CJIS has reached the end of its useful life, especially with respect to changes to data structure and functionality. As new systems go on-line, data must still be exchanged between all the criminal justice agencies (e.g., outstanding arrest warrants, warnings about former prisoners if they are picked up in an arrest after their incarceration, domestic violence information, etc.). If this data is not exchanged properly, the lives of public safety personnel and the general public could be endangered. An interagency project team has developed a detailed design and business process analysis for an Integrated Justice Information System (IJIS) that will ensure that criminal justice agencies can accomplish their individual mission goals, while still exchanging data that is vital to the public's safety.

Plans and Studies

CJIS Long-Range Planning Project Final Strategy Report (2000); Corrections and Rehabilitation Information Management System Report (2001); State's Attorney's Office Case Management System Phase 1 (1999) and Phase 2 (2001) Technology Investment Fund Programs of Requirements; Integrated Justice Information System Architecture and Business Process Integration Report (2002); Circuit Court Integrated Case Management System (2003).

Cost Change

The FY07-08: Development and implementation of the State's Attorney's Case Management System (SAO CMS), the implementation of enhancements to EJustice Records Management System (RMS), continue development Corrections and Rehabilitation Information Management System (CRIMS) and Circuit Court's Case Management System (CCT CMS) requirements revalidation.

STATUS

Ongoing.

OTHER

Funds may not be spent on the development of requirements for the Circuit Court Case Management System (\$300,000) or the RMS modifications and

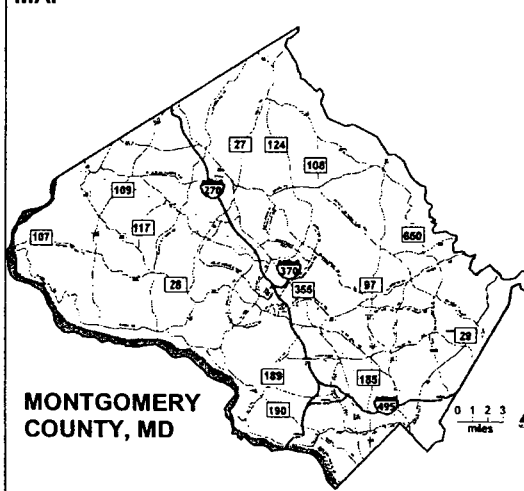
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY02	(\$000)
Initial Cost Estimate		6,291
First Cost Estimate		
Current Scope	FY07	13,367
Last FY's Cost Estimate		11,397
Present Cost Estimate		13,367
Appropriation Request	FY07	2,205
Appropriation Request Est.	FY08	1,776
Supplemental		
Appropriation Request	FY06	1,924
Transfer		0
Cumulative Appropriation		7,462
Expenditures/		
Encumbrances		5,703
Unencumbered Balance		1,759
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Technology Services
Criminal Justice Coordinating Commission and member agencies
Office of Management and Budget
Office of Intergovernmental Relations
State of Maryland
United States Department of Justice
Public Safety Communications Systems project team

MAP



enhancements newly identified for FY07 (\$204,000) until 30 working days after the County Executive has provided the Council with a report on the cost for the SAO Case Management System and CRIMS. The reported cost must be based on the actual negotiated price or, if there is no negotiated price, the price provided by a vendor in response to the County's solicitation.

FISCAL NOTE

On October 22, 2002, the County Council approved a supplemental appropriation for \$2.0 million from Federal, State and Local Preparedness earmarked funds, which are administered through the Byrne Discretionary Grant Program of the Department of Justice (DOJ). On December 10, 2002, the County Council approved a supplemental appropriation of \$0.4 million from the Local Law Enforcement Block Grant, also administered by the DOJ. The Amended FY03-08 CIP appropriated an additional \$2.754 million from a Federal grant administered through the COPS Grant Program of the DOJ. The FY05 capital budget appropriates the balance of \$226,000 in Federal aid from the COPS grant.

Detention Center Reuse -- No. 429755

Category
Agency
Planning Area
Relocation Impact

Public Safety
Correction & Rehabilitation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 22, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	4,561	1,161	1,399	2,001	422	622	671	286	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,924	0	0	2,924	197	197	1,844	686	0	0	0
Construction	21,133	100	0	21,033	5,598	4,706	4,648	6,081	0	0	0
Other	3,065	0	0	3,065	196	196	1,891	782	0	0	0
Total	31,683	1,261	1,399	29,023	6,413	5,721	9,054	7,835	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	20,505	1,221	1,399	17,885	3,413	2,721	6,054	5,697	0	0	0
Current Revenue:											
General	40	40	0	0	0	0	0	0	0	0	0
State Aid	11,138	0	0	11,138	3,000	3,000	3,000	2,138	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				19	0	0	0	5	7	7	0
Program-Staff				978	307	322	322	27	0	0	0
Net Impact				997	307	322	322	32	7	7	0
Workyears					4.6	5.0	5.0	0.4	0.0	0.0	0.0

DESCRIPTION

This project provides for the planning, design and renovation of the Montgomery County Detention Center (MCDC) for use primarily as a short-term holding and central processing facility. Other proposed uses for MCDC include: Department of Correction and Rehabilitation training; District Court Commissioners' area; Department of Health and Human Services Mental Health Assessment and Placement Unit; Pre-trial Services Assessment Unit; Public Defenders Unit; the Police Warrants and Fugitive Unit, and evidence storage for various County agencies. These uses are considered priority public safety uses and are consistent with Council Resolution No. 13-356 approving construction of the Montgomery County Correctional Facility. The project will also provide an entrance to the building on the south side and a second means of egress for emergencies.

Service Area

Countywide

JUSTIFICATION

This project is consistent with Council Resolution 13-356. As part of cost reduction to the MCDC re-use project, and also in accordance with the green building guidelines, it was decided not to demolish the housing tower building at MCDC. Various County agencies, such as the Police Department, expressed a need for a secure storage facility to store evidence to include DNA evidence that require conditioned space.

Plans and Studies

An inter-agency working group has verified that the identified priority uses can be accommodated within the MCDC, confirmed adjacency and functional efficiencies, and incorporated recommendations made by the Council consultant. Executive staff has completed facility planning work and presented a draft Program of Requirements (POR) for comment to the County Council, City of Rockville Council and Planning Board, Neighborhood Associations, and the general public. The POR was approved by the Chief Administrative Officer in February 2002. The POR was re-evaluated due to high construction costs associated with the original scope of work. The value engineering revised program is dated September 9, 2004. Pedestrian safety is being considered during design.

Cost Change

Defer expenditures to FY10; does not affect project completion. Overall cost estimate is preliminary and is based on cost per square foot estimate. Additional funding of \$3,353,000 million has been added for the conversion of the housing tower to a secure storage building and \$1,372,000 for cost escalation and the necessary replacement of failing boilers and ancillary equipment in the MCDC facility.

STATUS

Facility planning on the re-use components is complete. Project is in the design stage.

FISCAL NOTE

State aid will be requested for the re-use of the MCDC pursuant to the Annotated Code of Maryland, Section 11-104. Lease arrangements with the State regarding the Commissioners' space will be developed prior to the completion of the construction of the Central Processing Unit (CPU) portion of this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY97	(\$000)
Initial Cost Estimate		345
First Cost Estimate		
Current Scope	FY07	31,683
Last FY's Cost Estimate		26,958
Present Cost Estimate		31,683
Appropriation Request	FY07	1,570
Appropriation Request Est.	FY08	196
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		26,958
Expenditures/		
Encumbrances		3,110
Unencumbered Balance		23,848
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

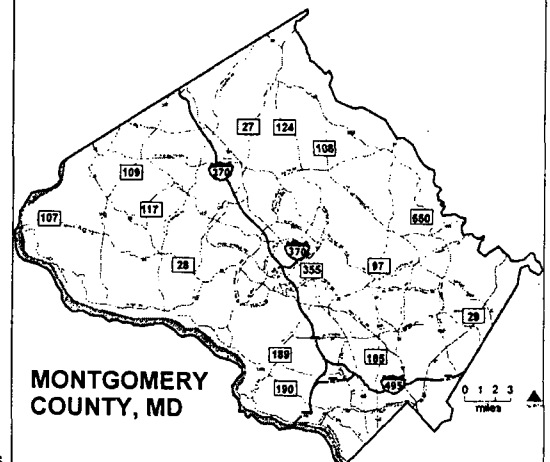
COORDINATION

County Council
Department of Correction and Rehabilitation
Department of Public Works and Transportation,
Division of Capital Development
Department of Technology Services
Department of Police
Montgomery County Fire and Rescue Service
Sheriff's Office
Department of Health and Human Services
Office of Management and Budget
District Court of Maryland
City of Rockville
State of Maryland
Community Representatives

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Special Capital Improvement Project Legislation was approved May 23, 2002 (Bill No. 10-02).

MAP



Clarksburg Fire Station -- No. 450300

Category **Public Safety**
 Agency **Fire/Rescue Service**
 Planning Area **Clarksburg**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

May 19, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,819	0	0	1,819	636	729	302	152	0	0	0
Land	2,000	0	0	2,000	2,000	0	0	0	0	0	0
Site Improvements and Utilities	1,614	0	0	1,614	0	579	444	591	0	0	0
Construction	8,151	0	0	8,151	0	402	1,399	6,350	0	0	0
Other	1,479	0	0	1,479	0	0	787	692	0	0	0
Total	15,063	0	0	15,063	2,636	1,710	2,932	7,785	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	14,417	0	0	14,417	2,636	1,710	2,932	7,139	0	0	0
Fire Consolidated	646	0	0	646	0	0	0	646	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				253	0	0	0	69	92	92	0
Energy				187	0	0	0	51	68	68	0
Program-Other				88	0	0	0	0	44	44	0
Cost Savings				-510	0	0	0	-170	-170	-170	0
Net Impact				18	0	0	0	-50	34	34	0

DESCRIPTION

This project provides for the construction of a new Fire and Rescue Station in the Clarksburg area and the purchase of associated apparatus. The new facility will be located on a yet to be determined site in the vicinity of MD 355 (Frederick Road) and Stringtown Road. The new station will be constructed in accordance with square footage specifications of the Prototype Program of Requirements (POR) for a Class I fire station. A Class I fire station ranges from 19,550 to 20,135 gross square feet and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices and meeting/training room. This station will also include offices for Battalion Chief, Police satellite facility, space for the Upcounty Regional Services Center and Personal Protective Equipment storage totaling 2,589 square feet. On-site parking will be provided. Fire/rescue apparatus to be purchased for this station includes a tanker and brush truck.

Service Area

Northern area of the County

JUSTIFICATION

A new station is necessary in this area due to the present and projected population density for the Clarksburg area. Clarksburg is expected to increase from a few thousand residents to more than 25,000. The Clarksburg Town Center is envisioned to include a mix of housing, commercial, retail, recreation, and civic uses with the Clarksburg Historic District as the focal point. Residential areas include the Newcut Road neighborhood, the Cabin Branch neighborhood, the Ten Mile Creek area, the Ridge Road Transition area, the Brink Road Transition Area, as well as projected residential development in the Transit Corridor District and the Gateway Center. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

Plans and Studies

MCFRS Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements," October 14, 1999. Development of this facility will help Montgomery County meet the NFPA 1710 Guidelines. A pedestrian impact analysis has been completed for this project.

Cost Change

Construction cost escalation and addition of fuel dispensing facility, addition of Battalion Chief office, addition of police satellite facility, and space for Upcounty Regional Services Center.

STATUS

Planning stage.

OTHER

Land acquisition will be funded initially through ALARF, then reimbursed by an appropriation in FY07 from this project. The total cost of this project will increase when final land expenditures are determined and off-site improvements are programmed.

FISCAL NOTE

The expenditures shown as "Other" includes the purchase of new apparatus (\$646,000) and furniture and equipment (\$833,000). Future replacement apparatus expenditures will be provided from the Operating Budget of the MCFRS. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		6,308
First Cost Estimate		
Current Scope	FY07	15,063
Last FY's Cost Estimate		8,284
Present Cost Estimate		15,063

Appropriation Request	FY07	13,432
Appropriation Request Est.	FY08	1,479
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Fire and Rescue Service
 Department of Police
 Upcounty Regional Services Center
 Department of Public Works and Transportation,
 Division of Capital Development
 Department of Permitting Services
 Department of Technology Services
 M-NCPPC
 State Highway Administration

Special Capital Improvement Project Legislation will be proposed by the County Executive.

MAP

See Map on Next Page

East Germantown Fire Station -- No. 450101

Category **Public Safety**
 Agency **Fire/Rescue Service**
 Planning Area **Germantown**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

May 12, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,895	0	39	1,856	806	699	351	0	0	0	0
Land	1,800	0	0	1,800	1,800	0	0	0	0	0	0
Site Improvements and Utilities	1,506	0	0	1,506	0	1,437	69	0	0	0	0
Construction	7,921	0	0	7,921	0	475	7,446	0	0	0	0
Other	1,847	0	0	1,847	0	706	1,141	0	0	0	0
Total	14,969	0	39	14,930	2,606	3,317	9,007	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	14,263	0	39	14,224	2,606	2,611	9,007	0	0	0	0
Fire Consolidated	706	0	0	706	0	706	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				288	0	0	15	91	91	91	0
Energy				212	0	0	11	67	67	67	0
Program-Staff				8,756	0	0	461	2,765	2,765	2,765	0
Program-Other				139	0	0	7	44	44	44	0
Net Impact				9,395	0	0	494	2,967	2,967	2,967	0
Workyears					0.0	0.0	4.5	27.0	27.0	27.0	0.0

DESCRIPTION

This project provides for the design and construction of a new Fire and Rescue Station in the Neelsville-Germantown area and the purchase of associated fire apparatus. The facility will be located in the southwest quadrant of the intersection of Boland Farm Road and MD 355 in Germantown. The new station will be constructed in accordance with square footage specifications of the prototype Program of Requirements (POR) for a Class I fire station. A Class I fire station ranges from 19,550 to 20,135 gross square feet and includes apparatus bays, dormitory and support space, personnel living quarters, administrative offices, and meeting/training room. This station will include Personal Protective Equipment storage and Urban Search and Rescue storage totaling 2,000 square feet. On-site parking will be provided. Fire/rescue apparatus to be purchased for this station includes an EMS unit and a pumper.

Service Area

Eastern and northern areas of Germantown

JUSTIFICATION

A new station is necessary in this area due to the present and projected population density for the Neelsville, Middlebrook, and Germantown areas, and present and future development of Neelsville, Fox Chapel, and Middlebrook shopping centers. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

Plans and Studies

MCFRS Station Location and Resource Allocation Work Group, Phase I Report, "Need for Upcounty Fire-Rescue Resource Enhancements," October 14, 1999. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase due to cost escalation and delay in start of the project due to site-related issues.

STATUS

Planning stage.

OTHER

Land acquisition was funded initially through ALARF in FY06 and reimbursed to ALARF from this project in FY07. The total cost of this project has been increased to reflect land expenditures and off-site improvements.

FISCAL NOTE

The expenditures shown as "Other" are for the purchase of new apparatus (\$706,000) and furniture and equipment (\$1,141,000). Future replacement apparatus expenditures will be provided from the Operating Budget of the Fire Department. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		6,019
First Cost Estimate		
Current Scope	FY07	14,969
Last FY's Cost Estimate		9,362
Present Cost Estimate		14,969
Appropriation Request	FY07	12,678
Appropriation Request Est.	FY08	1,492
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		799
Expenditures/		
Encumbrances		6
Unencumbered Balance		793
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Fire and Rescue Service
 Department of Public Works and Transportation,
 Division of Capital Development
 Department of Permitting Services
 Department of Technology Services
 M-NCPPC

Special Capital Improvement Project Legislation will be proposed by the County Executive.

MAP

See Map on Next Page

Fire Apparatus Replacement -- No. 450600

Category
Agency
Planning Area
Relocation Impact

Public Safety
Fire/Rescue Service
Countywide
None

Date Last Modified
Required Adequate Public Facility

March 23, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	30,750	0	600	30,150	30,150	0	0	0	0	0	0
Total	30,750	0	600	30,150	30,150	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Short-Term Financing	30,750	0	600	30,150	30,150	0	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the acquisition of replacement fire apparatus including 36 pumpers, 8 aerial ladder trucks, 15 emergency medical service (EMS) units, 7 brush trucks/mini-pumpers, 3 rescue squad vehicles, and 2 hazardous materials units. The acquisition of the replacement fire apparatus is an integral component of the implementation of the Montgomery County Fire and Rescue Service Fire and Rescue Apparatus Management Plan submitted by the Chief Administrative Office to the County Council on April 7, 2004.

JUSTIFICATION

The 2003 edition of the National Fire Protection Association (NFPA) 1901, Standard for Automotive Fire Apparatus, recommends adoption of an apparatus replacement schedule based upon the standard of twelve years of life. The apparatus replacement schedule outlined in the Apparatus Management Plan dated April 7, 2004 reflects the NFPA recommendation. In addition, replacement of emergency medical service (EMS) units is based on call load; generally, front-line EMS units are replaced between five and seven years depending upon call load and accumulated mileage.

Plans and Studies

"Montgomery County Fire and Rescue Service Apparatus Management Plan," dated April 7, 2004.

Cost Change

Not applicable.

FISCAL NOTE

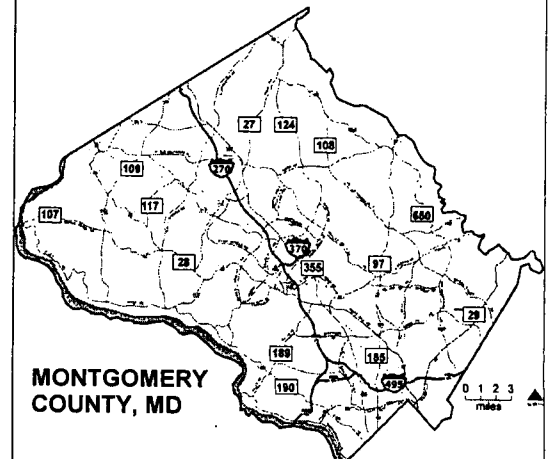
Alternative funding options for future replacement apparatus were explored and it was determined that the County would issue Certificates of Participation as the funding mechanism to finance the apparatus replacements.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
Initial Cost Estimate		30,750
First Cost Estimate		
Current Scope	FY06	30,750
Last FY's Cost Estimate		30,750
Present Cost Estimate		30,750
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	30,750
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

MAP



Fire Stations: Life Safety Systems -- No. 450302

Category
Agency
Planning Area
Relocation Impact

Public Safety
Fire/Rescue Service
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	885	0	149	616	186	110	80	80	80	80	120
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,812	0	688	1,764	423	381	240	240	240	240	360
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,697	0	837	2,380	609	491	320	320	320	320	480

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,697	0	837	2,380	609	491	320	320	320	320	480
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides funding for the design and construction of modern life safety systems to protect fire/rescue stations and their occupants in the event of fire emergencies. Implementation of this project will help to minimize the dangers to life from fire, including smoke and fumes. The scope of the project encompasses fire alarms with voice capabilities, sprinklers for fire suppression, fire and smoke detection, and smoke control systems.

Service Area

Countywide

JUSTIFICATION

Numerous fire/rescue stations are in need of modern, basic life safety systems. In many older fire/rescue stations, there are no fire alarms or sprinklers. Fire/rescue stations are 24-hour residential facilities. In case of fire, there could be significant exposure to loss of life and property. Several fire/rescue stations do not meet codes and have outdated fire alarm systems for which spare parts are no longer available and which can no longer be kept in reliable operation. Many of these fire/rescue stations were built years ago, and thus, were grandfathered under the Fire Code since the occupancy category has not changed. The outdated systems need to be replaced and upgraded to provide improved protection.

Cost Change

Addition of eight fire stations to FY07-12. Cost estimate is based on a proto-typical fire station upgrade.

STATUS

Ongoing. The following stations are included in this project: Bethesda Fire Station #6, Gaithersburg Fire Station #8, Hyattstown Fire Station #9, Glen Echo Fire Station #11, Hillandale Fire Station #12, Damascus Fire Station #13, Silver Spring Fire Station #16, Laytonsville Fire Station #17, Kensington Fire Station #18, Silver Spring Fire Station #19, Bethesda Fire Station #20, Kensington Fire Station #21, Hillandale Fire Station #24, Kensington Fire Station #25, Bethesda Fire Station #26, Gaithersburg Fire Station #28, Cabin John Fire Station #30, Rockville Fire Station #31, Rockville Fire Station #33, and Sandy Spring Fire Station #40.

OTHER

FY06: Gaithersburg Station 28 and Cabin John Station 30

FY07: Gaithersburg Station 8, Damascus Station 13, Bethesda Station 20, and Rockville Station 33

FY08 - FY12: To be determined.

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		1,382
First Cost Estimate		
Current Scope	FY07	3,697
Last FY's Cost Estimate		1,257
Present Cost Estimate		3,697

Appropriation Request	FY07	609
Appropriation Request Est.	FY08	491
Supplemental		
Appropriation Request	FY06	0
Transfer		0

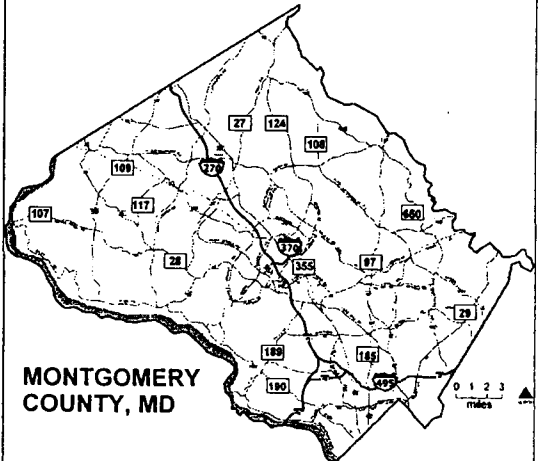
Cumulative Appropriation		837
Expenditures/		
Encumbrances		0
Unencumbered Balance		837

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Fire and Rescue Service
Local Volunteer Fire and Rescue Departments
Department of Public Works and Transportation,
Division of Capital Development

MAP



May 19, 2006
NO

ANNUAL OPERATING BUDGET IMPACT (\$000)

* Expenditures will continue indefinitely.

Takoma Park Fire Station 2 Replacement -- No. 459967

Category
Agency
Planning Area
Relocation Impact

**Public Safety
Fire/Rescue Service
Takoma Park
Two residences**

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,308	562	464	282	60	75	75	72	0	0	0
Land	466	378	88	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,672	1	0	2,671	0	690	0	1,981	0	0	0
Construction	5,831	4	0	5,827	340	1,047	3,578	862	0	0	0
Other	510	0	0	510	0	0	0	510	0	0	0
Total	10,787	945	552	9,290	400	1,812	3,653	3,425	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,787	, 945	552	9,290	400	1,812	3,653	3,425	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				192	0	0	0	64	64	64	0
Energy				144	0	0	0	48	48	48	0
Net Impact				336	0	0	0	112	112	112	0

DESCRIPTION

This project provides for the demolition and reconstruction of Takoma Park Fire Station 2 on its existing site, based on square footage specifications of the Prototype Program of Requirements (POR) for a Class II fire station. A Class II fire station ranges between 15,150 to 15,740 gross square feet in size and includes: apparatus bays, dorm and support space, personal living quarters, administrative offices, and a training/meeting area. On-site parking will be provided. One property adjacent to the existing station will be acquired and demolished to provide sufficient space to build the new fire station. Another property adjacent to the existing station has been acquired and will be renovated to relocate a displaced citizen due to the expansion of the fire station. Temporary relocation of personnel and apparatus will be provided off-site during the construction phase of the project to ensure the continuation of fire and rescue services.

Service Area

Takoma Park vicinity

JUSTIFICATION

The existing Fire Station 2 was originally built in 1927, substantially changed in the 1950s, and partially renovated in 1984. Currently, the facility is undersized and is in deteriorating condition. A new facility is required to meet current operational requirements and to accommodate modern apparatus, which are larger and heavier than older units.

Plans and Studies

The Fire Rescue and Emergency Medical Services Master Plan, October 1994; Silver Spring/Takoma Park Fire-Rescue Work Group Report, November 1996; Ad Hoc Fire Service Task Force Report, June 1997; and Takoma Park Fire Station Feasibility Study, July 1997. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to cost escalation.

STATUS

Permitting phase. Project delay due to property and community issues. Construction scheduled to begin Summer 2006.

OTHER

The construction of this project will begin when site and relocation issues are worked out with the community. Station 2 is located within the Takoma Park Historic District and is listed on the Montgomery County Master Plan for Historic Preservation. Exterior design of the new facility includes considerations for historic preservation and community interest. Outstanding issues to be resolved prior to the construction of the new station include ownership of various parcels of land included in the current site plan and relocation of residents. Acquisition of a portion of the site was funded initially through ALARF and will be reimbursed by an appropriation from this project. Additional land acquisition issues are still to be resolved. A temporary site has been located to house the station while the new facility is under construction. The project cost estimate is based upon a site-specific Program of Requirements and does not include lease costs associated with the temporary site.

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		4,785
First Cost Estimate		
Current Scope	FY99	4,785
Last FY's Cost Estimate		8,512
Present Cost Estimate		10,787

Appropriation Request	FY07	2,275
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		8,512
Expenditures/		
Encumbrances		1,233
Unencumbered Balance		7,279

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Fire and Rescue Service
Takoma Park Volunteer Fire Department
Department of Public Works and Transportation,
Division of Capital Development
Department of Permitting Services
Department of Technology Services
Office of Management and Budget
M-NCPPC
City of Takoma Park
Historic Preservation Commission

MAP

See Map on Next Page

Travilah Fire Station -- No. 450504

Category **Public Safety**
 Agency **Fire/Rescue Service**
 Planning Area **Potomac-Travilah**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

March 24, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	678	8	449	221	87	119	15	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	841	0	167	674	200	474	0	0	0	0	0
Construction	3,293	0	14	3,279	0	279	2,000	1,000	0	0	0
Other	1,077	0	0	1,077	706	361	10	0	0	0	0
Total	5,889	8	630	5,251	993	1,233	2,025	1,000	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,183	8	630	4,545	287	1,233	2,025	1,000	0	0	0
Fire Consolidated	706	0	0	706	706	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				144	0	0	0	48	48	48	0
Energy				108	0	0	0	36	36	36	0
Program-Staff				8,295	0	0	0	2,765	2,765	2,765	0
Program-Other				132	0	0	0	44	44	44	0
Net Impact				8,679	0	0	0	2,893	2,893	2,893	0
Workyears					0.0	0.0	0.0	27.0	27.0	27.0	27.0

DESCRIPTION

This project provides for the construction of a new fire-rescue station on the grounds of the existing Public Safety Training Academy (PSTA) at 9710 Great Seneca Highway and the purchase of associated apparatus. Fire/rescue apparatus to be purchased for this station includes an EMS unit and an engine. The station will be sited on the west side of the existing PSTA garage. Living quarters for the station will be constructed above the station's two apparatus bays and will extend above the adjacent third bay of the PSTA garage.

Service Area

Travilah, Traville, western portions of Rockville, and portions of Potomac and North Potomac.

JUSTIFICATION

The new fire/rescue station is necessary in this area due to present and future population density and development. This growing area includes the new communities of Falls Grove and Traville (both under construction) as well as existing communities in the Travilah/North Potomac area. Several major complexes and buildings in this area, including Shady Grove Adventist Hospital, Shady Grove Adventist Nursing Home, the National Lutheran Home, and the University of Maryland-Shady Grove Campus will be served by this station. The area already has a high volume of fire-rescue incidents that are expected to increase as Traville and Falls Grove are completed and additional biotechnology facilities are constructed. Operation of this station will help the County meet Council-adopted fire-rescue response time goals as well as NFPA Standard 1710 guidelines. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

Plans and Studies

MCFRS Station Location and Resource Allocation Work Group, Phase 1 Report, "Need for Up-County Fire-Rescue Resource Enhancements," October 14, 1999. Pedestrian Safety will be considered during design.

Cost Change

This budget has been adjusted for inflation.

STATUS

Design.

OTHER

This station is being planned in conjunction with the PSTA Academic Building Complex renovation project (#479909). Construction of the station will be coordinated with the PSTA construction schedule.

FISCAL NOTE

The expenditures shown as "Other" are for the purchase of new apparatus (\$706,000) and furniture and equipment (\$371,000). Future replacement apparatus expenditures will be provided from the Operating Budget of the Montgomery County Fire and Rescue Service. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		4,698
First Cost Estimate		
Current Scope	FY05	4,698
Last FY's Cost Estimate		4,698
Present Cost Estimate		5,889

Appropriation Request	FY07	1,880
Appropriation Request Est.	FY08	25
Supplemental		
Appropriation Request	FY06	3,346
Transfer		0

Cumulative Appropriation		638
Expenditures/		
Encumbrances		291
Unencumbered Balance		347

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Fire and Rescue Service
 Department of Police
 Department of Public Works and Transportation,
 Division of Capital Development
 Department of Permitting Services
 Department of Technology Services

MAP

See Map on Next Page

Veh. Exhaust Systems: Fire Stns -- No. 459612

Category
Agency
Planning Area
Relocation Impact

Public Safety
Fire/Rescue Service
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,239	744	487	8	4	4	0	0	0	0	0
Land											
Site Improvements and Utilities	56	56	0	0	0	0	0	0	0	0	0
Construction	1,806	1,362	0	444	348	96	0	0	0	0	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	3,103	2,164	487	452	352	100	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,103	2,164	487	452	352	100	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and installation of Vehicle Exhaust Systems (VES) in fire stations which are not planned for replacement or comprehensive renovation. VES will be provided as a component in individual fire station projects scheduled for replacement or comprehensive renovation.

Service Area

Countywide

JUSTIFICATION

The project will improve the working environment of fire stations and protect the health of fire station personnel by improving indoor air quality and providing a safe environment through the containment and exhaust of diesel fumes generated by station vehicles.

Plans and Studies

A ventilation condition assessment of fire stations in Montgomery County was completed in 1991, and indoor air quality testing was conducted at Silver Spring Station 19 and Chevy Chase Station 7 in 1994.

Cost Change

Increase due to inflation, permit fees, and revised construction costs.

STATUS

Installation of VES is in progress at Rockville Fire Station 33. Design for VES at Kensington Fire Station 25 and Burtonsville Fire Station 15 are in progress. Installation at Hyattstown Fire Station 9 and Laytonsville Fire Station 17 are scheduled for FY08.

FISCAL NOTE

Debt service for this project will be financed with Consolidated Fire Tax District Funds.

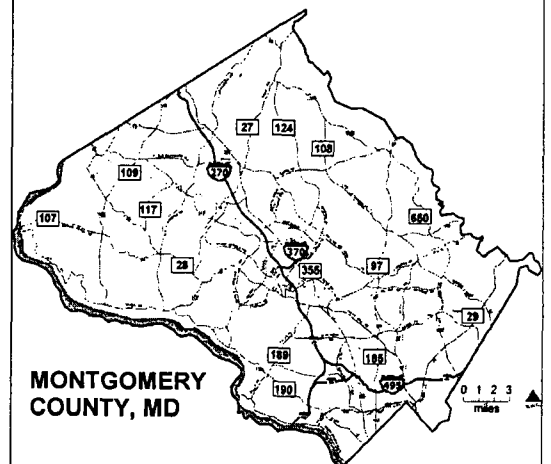
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY96	(\$000)
Initial Cost Estimate		1,949
First Cost Estimate		
Current Scope	FY99	1,949
Last FY's Cost Estimate		3,003
Present Cost Estimate		3,103
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	100
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,003
Expenditures/ Encumbrances		2,625
Unencumbered Balance		378
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Fire and Rescue Service
Local Volunteer Fire and Rescue Departments
Department of Public Works and Transportation,
Division of Capital Development
HVAC Electrical Replacement: Fire Stations
Fire and Rescue Commission

MAP



West Germantown Fire Station -- No. 450102

Category **Public Safety**
Agency **Fire/Rescue Service**
Planning Area **Germantown**
Relocation Impact **None**

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	856	142	529	185	70	115	0	0	0	0	0
Land	1,150	1,106	44	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,575	1	278	1,296	996	300	0	0	0	0	0
Construction	3,752	0	250	3,502	1,502	2,000	0	0	0	0	0
Other	1,676	1	0	1,675	1,426	249	0	0	0	0	0
Total	9,009	1,250	1,101	6,658	3,994	2,664	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,469	1,250	451	5,768	3,104	2,664	0	0	0	0	0
Fire Consolidated	1,540	0	650	890	890	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				319	0	55	66	66	66	66	0
Energy				237	0	41	49	49	49	49	0
Program-Staff				17,255	0	2,975	3,570	3,570	3,570	3,570	0
Program-Other				220	0	44	44	44	44	44	0
Net Impact				18,031	0	3,115	3,729	3,729	3,729	3,729	0
Workyears					0.0	27.0	36.0	36.0	36.0	36.0	0.0

DESCRIPTION

This project provides for the design and construction of a new fire/rescue station in the Darnestown - Germantown area and the purchase of associated fire apparatus. The facility will be located on a site at the northwest corner of MD 118 (Germantown Road) and MD 117 (Clopper Road) in Germantown. The new station will be constructed in accordance with square footage specifications of the Prototype Program of Requirements (POR) for a Class II fire station. A Class II fire station ranges between 15,150 to 15,740 gross square feet and includes: apparatus bays, dormitory and support space, personnel living quarters, administrative offices, and meeting areas. On-site parking will be provided. Fire/rescue apparatus to be purchased for this station includes a pumper and two EMS units.

Service Area

Western and Southern areas of Germantown.

JUSTIFICATION

A new station is necessary in this area due to the present and projected population density for the Darnestown - Germantown areas and the development of the Germantown Town Center. This project is recommended in the Fire, Rescue, Emergency Medical Services, and Community Risk Reduction Master Plan approved by the County Council in October 2005.

Plans and Studies

MCFRS "Station Location and Resource Allocation Work Group, Phase I Report, Need for Upcounty Fire-Rescue Resource Enhancements," October 14, 1999. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to cost escalation.

STATUS

Design.

OTHER

Land acquisition was funded initially through ALARF and was reimbursed by an appropriation from this project.

FISCAL NOTE

The expenditures shown as "Other" includes the purchase of new apparatus (\$890,000) and furniture and equipment (\$785,000). Future replacement apparatus expenditures will be provided from the Operating Budget of the Fire Department. Debt service for this project will be financed with Consolidated Fire Tax District Funds.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		4,043
First Cost Estimate		
Current Scope	FY03	4,742
Last FY's Cost Estimate		6,964
Present Cost Estimate		9,009
Appropriation Request	FY07	2,045
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		6,964
Expenditures/		
Encumbrances		1,530
Unencumbered Balance		5,434
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Fire and Rescue Service
Germantown Volunteer Fire Department
Department of Public Works and Transportation,
Division of Capital Development
UpCounty Regional Services Center
M-NCPPC

MAP

See Map on Next Page

Judicial Center Annex -- No. 100300

Category **Public Safety**
 Agency **Courts**
 Planning Area **Rockville**
 Relocation Impact **None.**

Date Last Modified
 Required Adequate Public Facility

May 22, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	11,990	330	169	11,491	2,634	2,456	5,409	992	0	0	0
Land											
Site Improvements and Utilities	5,502	0	0	5,502	0	0	1,902	3,600	0	0	0
Construction	18,968	0	0	18,968	0	0	387	7,581	11,000	0	0
Other	3,373	0	0	3,373	0	0	546	2,827	0	0	0
Total	39,833	330	169	39,334	2,634	2,456	8,244	15,000	11,000	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	39,478	0	144	39,334	2,634	2,456	8,244	15,000	11,000	0	0
Current Revenue: General	355	330	25	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design of the Montgomery County Judicial Center Annex, coordinating associated requirements such as phasing, parking, and security.

Service Area

Countywide

JUSTIFICATION

The Judicial Center's courtrooms are all assigned to current judicial positions leaving no room for new Circuit Court judge positions. On March 1, 2002, the Juvenile Court for Montgomery County transferred from the District to the Circuit Court. There is no room in the Judicial Center to house the Juvenile Division. This results in the Circuit Court operating from two courthouses in the Rockville core. URS Inc., projects the County will need 22 Circuit Court judges by 2005, 31 by 2020, and 34 by 2025 to meet workload. There is no room for future expansion of other offices such as the Clerk of the Circuit Court, Office of the State's Attorney, Sheriff's Office, and Register of Wills that are projected to grow to support the Court.

Plans and Studies

The following studies have been completed to address the requirements of this project: October 2003 Judicial Center Annex Project Report (URS/FENTRESS), October 2003 Courtroom Utilization Study (URS/FENTRESS), August 2003 Planning Drawings for Phases 1 and 2 (URS), November 2001 Circuit Court Facilities Needs Report (Vitetta Group), February 1998 Montgomery County Circuit Court Facility Master Plan, Impact of Family Court, and Staff and Space Requirements reports (Vitetta Group), and the Rockville core plan. Courtrooms are designed to meet National Center for State Court standards. Vitetta options included housing courtrooms in the Grey Courthouse, renovating the Judicial Center to add courtrooms with an annex for support space, and building a courthouse annex. URS developed both Phases 1 and 2 in greater detail and extends Phase 1 from 2010 to 2015 and Phase 2 from 2020 to 2025. A pedestrian impact analysis has been completed for this project.

Cost Change

Increased cost of Planning, Design, and Supervision required to coordinate phasing, parking, and security, and decreased partial construction cost estimates.

STATUS

Planning Stage

OTHER

The 2001 Vitetta study concluded that to meet the need for 31 courtrooms, a new court annex is the least costly, has the smallest operating budget impacts, is the easiest to construct, and has the shortest construction time of the three options studied. For fiscal planning reasons, the County Council has requested that the full annex be designed to be built in two phases. The current plan requires the State Attorney's Office to be relocated from the Judicial Center. Long term lease, parking and tenant fit-out for the State Attorney's Office are included in this project. Annex also includes construction of a new sallyport to permit larger vans/buses to mitigate Sheriff's staff operating costs. Given new information on the HVAC system in the Judicial Center, the Executive has determined additional analysis on the size and scope of the project is needed. The Council requests written progress reports by October 16, 2006, January 15, 2007, May 15, 2007, and October 15, 2007.

FISCAL NOTE

Total project cost is estimated to be between \$120M and \$170M. Construction is projected to start in FY09 and end in FY11.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		40,555
First Cost Estimate		
Current Scope	FY05	47,819
Last FY's Cost Estimate		47,819
Present Cost Estimate		39,833
Appropriation Request	FY07	7,702
Appropriation Request Est.	FY08	793
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		499
Expenditures/Encumbrances		359
Unencumbered Balance		140
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Circuit Court
 Office of the Sheriff
 State's Attorney's Office
 Register of Wills
 Clerk of the Circuit Court
 Department of Public Works and Transportation
 Criminal Justice Coordinating Commission
 City of Rockville

MAP

See Map on Next Page

1st District Police Station -- No. 470703

Category **Public Safety**
Agency **Police**
Planning Area **Rockville**
Relocation Impact **None**

Date Last Modified
Required Adequate Public Facility

March 24, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,205	0	0	1,205	0	0	0	0	491	714	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	59	0	0	59	0	0	0	0	0	59	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,264	0	0	1,264	0	0	0	0	491	773	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,264	0	0	1,264	0	0	0	0	491	773	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the site selection, planning, and design of a new 39,664-gross square foot, including auxilliary buildings, 1st District Police Station to serve Rockville and Potomac vicinities.

Service Area

Rockville

JUSTIFICATION

The Rockville Police Station was constructed in 1963 and contains 15,752 gross square feet. To help with the need for office space, the Police Department has placed a temporary trailer on site behind the main building to accommodate staff. Twenty staff members use this trailer for office space. Based on a recent County study (Facility Condition Assessment, January 2005), this station is in need of over \$200,000 in deferred maintenance, and the facility needs new windows and a new roof. The building has moisture retention problems and the elevator shaft is prone to flooding.

A draft Police Facilities Plan has been developed to ensure safe and efficient facilities are available to address the needs of the Department and County citizens. The population of the County is expected to increase to 1,000,000 by 2010. Therefore, the need for this station will continue to grow because it is located in an area of re-construction of existing homes and steady business development.

Plans and Studies

Draft Police Facilities Plan, District Station Prototype Program of Requirements and Building Condition Study (2005). Pedestrian safety will be considered as part of the site selection process and during design.

STATUS

Facility planning.

OTHER

Land around the existing Station could be considered for the new station because the site is large, vacant, and County-owned. This would eliminate the need to purchase a site or re-locate the Station.

Planning funds from the Facility Planning Police Project (#479452) were used to develop the Prototype Program of Requirements (POR) and preliminary cost estimate for this project. The Prototype District Station is a facility consisting of two floors and surface parking. The first floor houses the public area, operations, patrol and patrol support functions, and a small prisoner holding area. The second floor houses investigative units, staff support, and administration. A 1,200-square foot enclosed property storage area will also be constructed contiguous to the district station to store large evidence items. The district station is a 24-hour, 7-day operation and provides support for the patrol beat teams. It is the command center for the satellite facilities within the police district. The district station will accommodate up to 161 department staff and volunteers. A public meeting room will be available to facilitate outreach within the community.

Site selection for the facility will include participation of affected communities. Once a site is selected, a site-specific PDF will be developed.

The Department is continuing to explore whether the 1st District should be combined with the Department's Headquarters building which is also in need of renovation or replacement. The costs in this PDF do not reflect a combined facility.

FISCAL NOTE

Total project cost is estimated to be between \$21 million and \$24 million. Final construction cost will be determined during the design phase.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		1,264
First Cost Estimate		
Current Scope	FY07	1,264
Last FY's Cost Estimate		0
Present Cost Estimate		1,264
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Police
Department of Public Works and Transportation,
Division of Capital Development
Department of Permitting Services
Department of Technology Services
Department of Corrections and Rehabilitation
Police Facilities Plan
PSTA Distance Learning Plan
City of Rockville Police
Local Law Enforcement Agencies
Rockville Community

MAP

See Map on Next Page

2nd District Police Station -- No. 470702

Category **Public Safety**
 Agency **Police**
 Planning Area **Bethesda-Chevy Chase**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

May 15, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,205	0	0	1,205	0	0	0	491	714	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	56	0	0	56	0	0	0	0	56	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,261	0	0	1,261	0	0	0	491	770	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,261	0	0	1,261	0	0	0	491	770	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the site selection, planning, and design of a replacement district station or combination of district station and substation facilities to serve the Bethesda Chevy-Chase area and portions of Potomac and Silver Spring included in the 2nd Police District.

Service Area

Bethesda

JUSTIFICATION

The Bethesda Police Station was constructed in 1961 and contains 21,707 gross square feet. The current station site is constrained with limited staff and public parking. Staff park across the street in a public parking garage. Because the garage is open to the public, police cars have been damaged by vandals. This station requires major building repairs, and a recent report completed for the County outlines a need for almost \$200,000 in deferred maintenance. The facility also has HVAC deficiencies.

A draft Police Facilities Plan has been developed to ensure safe and efficient facilities are available to address the needs of the Police Department and County citizens. The population of the County is expected to increase to 1,000,000 by 2010. Therefore, the need for this station will continue to grow because it is located in an area of re-construction of existing homes and steady business development.

Plans and Studies

Draft Police Facilities Plan, District Station Prototype Program of Requirements, and Building Condition Study (2005). Pedestrian safety will be considered as part of the site selection process and during design.

STATUS

Use Prototype POR and continue facility planning based on site selection.

OTHER

This site is in an urban area where land is attractive to developers. It is possible that a public-private partnership can be developed which could alleviate the need for County bonds to fund this project.

Planning funds from the Facility Planning Police Project (#479452) were used to develop the Prototype Program of Requirements (POR) and preliminary cost estimate for this project. The Prototype District Station is a facility consisting of two floors and surface parking. The first floor houses the public area, operations, patrol and patrol support functions, and a small prisoner holding area. The second floor houses investigative units, staff support, and administration. A 1,200-square foot enclosed property storage area will also be constructed contiguous to the district station to store large evidence items. The district station is a 24-hour, 7-day operation and provides support for the patrol beat teams. It is the command center for the satellite facilities within the police district. The district station will accommodate up to 161 department staff and volunteers. A public meeting room will be available to facilitate outreach within the community.

Site selection for the facility will include participation of affected communities. Once a site is selected, a site-specific PDF will be developed.

FISCAL NOTE

Total project costs are estimated to be between \$20 million and \$23 million based on the prototype POR. Given land constraints in the 2nd District, it is unlikely that the prototype POR will be used for the final design. Final costs will be determined during the design phase.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		1,261
First Cost Estimate		
Current Scope	FY07	1,261
Last FY's Cost Estimate		0
Present Cost Estimate		1,261
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Police
 Department of Public Works and Transportation,
 Division of Capital Development
 Department of Permitting Services
 Department of Technology Services
 Police Facilities Plan
 PSTA Distance Learning Plan
 Local Law Enforcement Agencies
 Bethesda-Chevy Chase Regional Services Center
 Friendship Heights and Bethesda-Chevy Chase
 Police
 Local Law Enforcement Agencies
 Bethesda-Chevy Chase Community

MAP

See Map on Next Page

Animal Shelter -- No. 470400

Category **Public Safety**
Agency **Police**
Planning Area **Countywide**
Relocation Impact **None.**

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,958	0	309	1,649	906	275	468	0	0	0	0
Land											
Site Improvements and Utilities	2,020	0	0	2,020	0	694	1,326	0	0	0	0
Construction	7,894	0	0	7,894	0	105	7,789	0	0	0	0
Other	1,282	0	0	1,282	0	101	1,181	0	0	0	0
Total	13,154	0	309	12,845	906	1,175	10,764	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	13,154	0	309	12,845	906	1,175	10,764	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				474	0	0	0	158	158	158	0
Energy				351	0	0	0	117	117	117	0
Net Impact				825	0	0	0	275	275	275	0

DESCRIPTION

This project provides for the design and construction of a new 39,000 gross square-foot Animal Shelter to be built at a new location. This new shelter will replace the existing 15,737 square-foot shelter, which does not meet current operational needs. Kennel space will be expanded, increasing the capacity to house animals. Parking, the customer service area, and supply storage will be expanded. Office space for County and contractor staff will be provided. HVAC and refrigeration systems will be designed to provide a healthier environment for housed animals and staff. Wall, ceiling, and cage surfaces will be designed to improve noise control and facilitate proper cleaning to prevent the spread of disease. An incinerator is planned to provide hygienic and environmentally safe disposal of animal carcasses, reducing the cost of contracted disposal. A small veterinary office will allow for on-site, contracted spay and neuter services. A County-owned site of approximately four acres, located near the corner of Muncaster Mill Road and Airpark Road, will be the site for the new Animal Shelter.

Service Area

Countywide

JUSTIFICATION

The current two-story Montgomery County Animal Shelter is 29 years old and was built for a community and animal population much smaller than it now serves. Several of the building's original features, such as solar heating panels, are no longer functional. The interior space of the shelter is crowded, worn, and in poor working condition. The parking and outdoor areas are worn and crowded. A shortage of properly separated cages, inadequate ventilation, inadequate freezer space, and inadequate cages for proper animal care also adversely impact operation. A building condition study in 1999 determined that the current site is too small and hilly to support the current and future County animal services program and that the purchase and retrofit of an existing building is not practical. Therefore, the best option is to build a new facility at a different site. One meeting with the community has been held. Additional outreach meetings will be held to better explain the design and use of the new building.

Plans and Studies

Pedestrian Safety will be considered during design. A Program of Requirements was finalized in February, 2004. The POR will be reviewed and updated during FY06 and FY07 to reflect current best practices, particularly in the areas housing adoptable animals.

Cost Change

Cost increase due to cost escalation.

STATUS

Facility planning complete. Design for the shelter will be completed in FY07 and construction will begin in FY08.

APPROPRIATION AND EXPENDITURE DATA

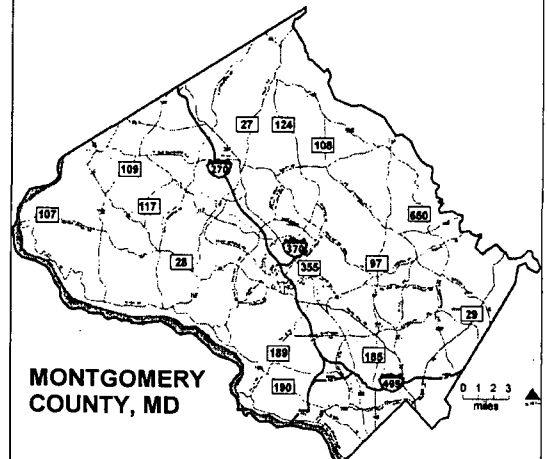
Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		9,106
First Cost Estimate		
Current Scope	FY04	9,106
Last FY's Cost Estimate		11,370
Present Cost Estimate		13,154
Appropriation Request	FY07	123
Appropriation Request Est.	FY08	11,664
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,367
Expenditures/		
Encumbrances		6
Unencumbered Balance		1,361
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Police
Department of Public Works and Transportation,
Division of Capital Development
Department of Permitting Services
Department of Technology Services
Department of Environmental Protection
M-NCPPC
Montgomery County Humane Organization
Local Municipalities
State of Maryland Highway Services
Adjacent Communities

Special Capital Improvement Project Legislation will be proposed by the County Executive.

MAP



Outdoor Firearms Training Center -- No. 470701

Category Public Safety
Agency Police
Planning Area Martinsburg
Relocation Impact None.

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	635	0	0	635	0	0	0	0	338	297	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	635	0	0	635	0	0	0	0	338	297	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	635	0	0	635	0	0	0	0	338	297	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for Phase I of improvements to the existing County Public Safety Outdoor Firearms Training Center located on a 317 acre site at 16680 Elmer School Road near Poolesville. The existing site contains an administrative building, a 25-yard, 40-position pistol range, five-position rifle range, tire house, practice tower, skeet range, and a Police SWAT Team obstacle course. The basic facility is over 30 years old, although some improvements have been made over the years. Proposed improvements include: extend the existing pistol range from 25 to 50 yards; relocate and expand the existing rifle range from 5 to 20 positions; construct a new obstacle course outside the line of fire; add a new storage facility; provide a 100-space gravel parking lot; modify the existing administrative building; and improve site security. Future Phases II and III may include a flex range classroom building, enhanced security systems, additional parking space, a "shoot" house, and a pursuit circuit course.

Service Area

Countywide

JUSTIFICATION

The outdoor firing range functions as a firearms training facility for law enforcement agencies that are conducting required State firearms training and qualifications. The existing facility is ideally located but needs to be expanded and improved to meet the current needs of the County police for modern weapons training and an expanding police force. Originally established to support only training and qualifications, the range now provides recruit training, in-service training, re-certification training, SWAT training and many other police training activities for over 1,100 officers. The pistol range needs to be lengthened to better serve police tactical operations in the field. The rifle range will become a "flex" range to support both rifles and shotguns with the added capacity needed to serve the expanded and re-equipped police force, which is expected to grow to 1,165 officers by 2010. The obstacle course must be relocated outside the line of fire. A 1,550-square foot building is needed for ammunition storage and gun cleaning. The existing administrative building will be renovated in order to separate it from gun cleaning and training. An expanded parking lot is needed to meet the demand for parking. A fence will be constructed to improve site security.

STATUS

Planning.

FISCAL NOTE

Total project cost is estimated to be approximately \$5.5 million. Final construction cost will be determined during the design phase.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		635
First Cost Estimate		
Current Scope	FY07	635
Last FY's Cost Estimate		0
Present Cost Estimate		635
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Police
Department of Public Works and Transportation,
Division of Capital Development
Department of Permitting Services
Department Technology Services
UpCounty Regional Services Center
M-NCPPC
PEPCO

MAP

See Map on Next Page

PSTA Academic Building Complex -- No. 479909

Category Public Safety
Agency Police
Planning Area Countywide
Relocation Impact None

Date Last Modified
Required Adequate Public Facility

February 27, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,460	687	1,118	655	242	30	255	128	0	0	0
Land											
Site Improvements and Utilities	2,991	0	265	2,726	1,212	0	1,196	318	0	0	0
Construction	18,509	0	541	17,968	2,475	7,859	5,548	2,086	0	0	0
Other	949	0	0	949	75	0	579	295	0	0	0
Total	24,909	687	1,924	22,298	4,004	7,889	7,578	2,827	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	24,909	687	1,924	22,298	4,004	7,889	7,578	2,827	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				1,770	0	0	0	590	590	590	0
Energy				1,305	0	0	0	435	435	435	0
Net Impact				3,075	0	0	0	1,025	1,025	1,025	0

DESCRIPTION

This project provides for a major renovation and expansion of the Public Safety Training Academy (PSTA), the primary training facility for the Department of Police and Fire and Rescue Service (including the site for the Travilah Fire Station). The project will involve renovations to, and expansion of, the Academic Building Complex (ABC) and enhancements including a helipad and renovation of the gym and indoor firing range. ABC expansion areas will contain general classrooms, indoor firing skills training facility, and consolidated office space. Existing space will be renovated and reconfigured to provide general and technical classrooms (such as EMT paramedic, computer, and firearms), a simulations area, a student study center, and expansion and upgrade of the physical training area and locker rooms. A portion of the basement will be renovated as unprogrammed space that will provide a future capability for graphics production and video development and broadcast. A new canine support facility of 1,350 gross square feet will be developed adjacent to the existing Emergency Vehicle Operations Center (EVOC) facility and driving course. The project also includes design and construction of a public safety memorial in coordination with the Public Arts Trust. A memorial site is reserved on the PSTA site with an appropriation of \$150,000. Other site considerations include stormwater management, developing centralized reception/security access for the PSTA, providing overall security for the site, increased parking, and resurfacing of existing pavements. The project also includes improvements to the lighting, mechanical systems, and building envelope to meet Executive Regulation 68-91 AM, Building Design Standards. Subsequent phases, not included in the project at this time, will include replacement and expansion of the Montgomery County Fire and Rescue Service outdoor fire training props, including the burn building, as well as the addition of a lecture hall. The Multi-Agency Driver Training Facility project is included under the General Government section.

Service Area

Countywide

JUSTIFICATION

There have been no major upgrades or renovations to the PSTA since it was completed in 1973. Since its completion, the training needs of the user agencies have changed significantly. As a result, the PSTA is in need of reconfiguration and expansion to meet current and projected training needs. Although some non-public safety agencies and citizens may use this facility for training, public safety agency training is its primary function. Since the completion of the PSTA Academic Complex project POR, a number of events have taken place that demonstrated the need for first responders to be better prepared for such events. The indoor firing range, including its target mechanism, requires modernization and upgrade to bring to current standards. The gym renovation is essential in order to meet the latest required fitness training and the increased number of public safety personnel utilizing the facility. The addition of a helipad allows for one of the most versatile transport vehicles to work from the PSTA.

Plans and Studies

Planning funds from the Facility Planning: Police and Facility Planning: Fire and Rescue projects have been used to develop needs assessment studies, the associated Program of Requirements, and cost estimates. A pedestrian impact analysis has been completed for this project.

Cost Change

Adjust expenditure schedule due to cost escalation, complex phasing, and resurfacing of parking lots.

STATUS

Design for the ABC will be completed by the end of FY06 and construction will begin in FY07.

FISCAL NOTE

This project's schedule has been phased with the Travilah Fire Station project (#450504) in order to complete both projects in a more efficient and cost effective manner.

APPROPRIATION AND EXPENDITURE DATA

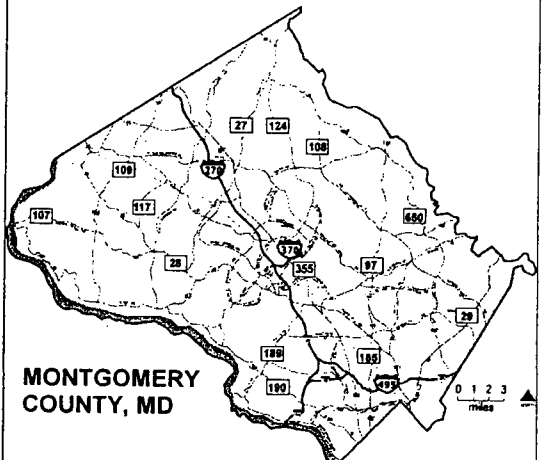
Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		10,608
First Cost Estimate		
Current Scope	FY05	21,029
Last FY's Cost Estimate		21,029
Present Cost Estimate		24,909
Appropriation Request	FY07	3,365
Appropriation Request Est.	FY08	629
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		20,492
Expenditures/		
Encumbrances		1,310
Unencumbered Balance		19,182
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Police
Department of Correction and Rehabilitation
Montgomery County Fire and Rescue Service
Department of Public Works and Transportation,
Division of Capital Development
Multi-Agency Driver Training Facility
Office of Management and Budget
M-NCPPC

Special Capital Improvement Project Legislation was adopted by Council on April 21, 1998 (Bill No. 5-98), and reauthorized on May 14, 2003 (Bill 6-03).

MAP



Facility Planning: Bridges -- No. 509132

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

May 11, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	8,498	5,780	418	2,300	723	449	251	377	250	250	0
Land	108	108	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	61	61	0	0	0	0	0	0	0	0	0
Construction	27	25	2	0	0	0	0	0	0	0	0
Other	21	14	7	0	0	0	0	0	0	0	0
Total	8,715	5,988	427	2,300	723	449	251	377	250	250	*

FUNDING SCHEDULE (\$000)

PAYGO	340	340	0	0	0	0	0	0	0	0	0
G.O. Bonds	7,549	4,822	427	2,300	723	449	251	377	250	250	0
Federal Aid	811	811	0	0	0	0	0	0	0	0	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Facility Planning serves as a transition stage for a project between identification of need and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, DPWT will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Facility Planning is a decision-making process to design bridges which are already identified as deficient. For a full description of the Facility Planning process, see the CIP Planning Section. Candidate projects currently included are listed in the "Other" section below.

Service Area

Countywide

JUSTIFICATION

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects which result from facility planning will each benefit from reduced planning and design costs.

Plans and Studies

Biennial inspections performed since 1987 have consistently shown that the bridges currently included in the project for design studies are in need of major rehabilitation or replacement. Pedestrian safety is considered during design of individual bridge projects.

Cost Change

Increase due to addition of five candidate bridges to the program and the addition of FY11-12 to this ongoing project.

STATUS

Ongoing

OTHER

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone PDFs. *Expenditures will continue indefinitely.

Candidate Projects:

Piney Meetinghouse Road Bridge #M-0021
Whites Ferry Bridge #M-0187
Whites Ferry Bridge #M-0189
Cedar Lane Bridge #M-0074
Talbot Avenue Bridge #M-0085 (Starting in FY08)

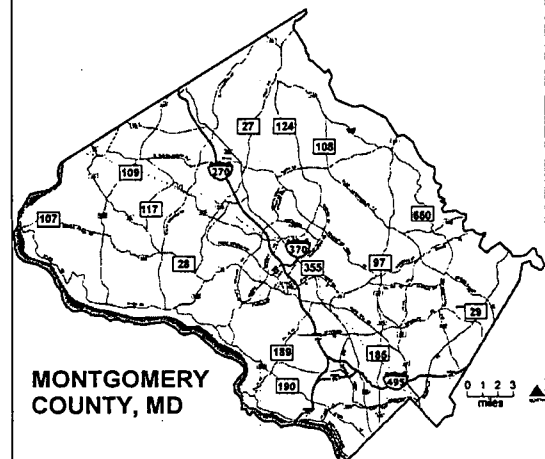
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY91	(\$000)
Initial Cost Estimate		124
First Cost Estimate		
Current Scope	FY07	8,715
Last FY's Cost Estimate		7,483
Present Cost Estimate		8,715
Appropriation Request	FY07	654
Appropriation Request Est.	FY08	449
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		6,484
Expenditures/		
Encumbrances		6,421
Unencumbered Balance		63
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-Department of the Environment
Maryland-Department of Natural Resources
Maryland-National Capital Park and Planning
Commission
Montgomery County Department of Permitting
Services
U.S. Army Corps of Engineers
Maryland State Highway Administration
Federal Highway Administration
Utility Companies
Maryland Historic Trust
CSX Transportation
Washington Metropolitan Area Transit Authority
Rural/Rustic Roads Legislation

MAP



Brookville Service Park -- No. 509928

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Silver Spring
None

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,173	456	721	996	502	298	146	50	0	0	0
Land	40	20	0	20	20	0	0	0	0	0	0
Site Improvements and Utilities	6,971	0	700	6,271	2,304	2,100	1,267	600	0	0	0
Construction	4,728	0	200	4,528	300	1,848	1,880	500	0	0	0
Other	544	0	0	544	166	189	189	0	0	0	0
Total	14,456	476	1,621	12,359	3,292	4,435	3,482	1,150	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	14,406	476	1,621	12,309	3,242	4,435	3,482	1,150	0	0	0
Current Revenue: General	50	0	0	50	50	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				230	0	0	23	69	69	69	0
Energy				163	0	0	10	51	51	51	0
Net Impact				393	0	0	33	120	120	120	0

DESCRIPTION

This project provides a depot area for approximately 134 full-time, contract, and temporary employees associated with the maintenance and repair of the streets in the Silver Spring and Kensington/Wheaton areas of the County. The project includes tearing down abandoned building "A" and construction of a new administrative building next to the existing one, relocation of the fuel station, and installation of a gate for site security. Subsequently, building "B" will be demolished and new maintenance bays will be constructed for storage vehicles and equipment used for roadway construction and repair. To improve site circulation and access, a new road immediately to the north of the site will be constructed. This project also includes improvements to existing bus parking, additional employee parking, new lights, bus heaters, two additional bus maintenance bays, and modification of shops to accommodate taller buses.

JUSTIFICATION

The condition of the existing facility imposes serious constraints on the depot's efficiency. All administration functions and accommodations for the employees who report to the site on a daily basis are located in building "B". Building "A" contains office space, bunk room, and storage and service bays. Building "B" is not sufficient or suitable to respond to the emergency and routine needs of the County. Two distinct operations generate heavy volumes of vehicular traffic in the complex. The trucks and construction equipment associated with roadway repair use the site and the Brookville site houses one of the major terminals for the Ride On Bus program. The fuel station is located such that a blind sloping curve constitutes an unsafe intersection for both transit and depot vehicles. The Brookville Service Park has no official entrance, and the general motoring public enters the site without warning, resulting in unsafe conditions for the public and employees. The current layout does not permit buses to turn around and does not accommodate longer and taller buses. The existing holding capacity is low and inefficient.

Plans and Studies

Program of Requirements (POR): Brookville Road service yard, Silver Spring depot, November 1997 and amendment to the POR for Brookville Service Park, December 2001.

Cost Change

The increase is due to inflation and the need to relocate the County fuel station since the County was unable to acquire additional land.

OTHER

Indoor air quality improvements for building "H" are included in the project: Indoor Air Quality Improvements -- Brookville Depot. No part of this facility will be placed on land identified in the Georgetown Branch Master Plan Amendment for light rail yard and shop facilities.

FISCAL NOTE

Construction cost escalation is not included in the cost estimate reflected in the expenditure schedule.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		5,478
First Cost Estimate		
Current Scope	FY07	14,456
Last FY's Cost Estimate		11,659
Present Cost Estimate		14,456
Appropriation Request	FY07	2,393
Appropriation Request Est.	FY08	487
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		11,443
Expenditures/ Encumbrances		1,225
Unencumbered Balance		10,218
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Department of Public Works and Transportation
Department of Technology Services
Department of Permitting Services
Silver Spring Regional Services Center
Indoor Air Quality Improvements -- Brookville Depot

Special Capital Improvements Project Legislation
was enacted by Council on May 14, 2003 (Bill 7-03).

MAP

See Map on Next Page

Clarksburg Area Road Rehab -- No. 500711

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Clarksburg
None.

Date Last Modified
Required Adequate Public Facility

March 13, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision											
Land											
Site Improvements and Utilities											
Construction	2,251	0	700	1,551	1,551	0	0	0	0	0	0
Other											
Total	2,251	0	700	1,551	1,551	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,551	0	0	1,551	1,551	0	0	0	0	0	0
Current Revenue:											
General	700	0	700	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

The purpose of this project is to rehabilitate five roads in the vicinity of the new Clarksburg Town Center; Stringtown, Piedmont, Newcut, Clarksburg, and Hawkes Roads. These roads are prematurely failing due to the high volume of heavy construction equipment involved in the development of the Clarksburg Town Center and are not included in required developer road restorations. Proposed work includes permanent patching, milling and overlay to restore road integrity and safety which will preclude further Town Center-related road deterioration.

Service Area

Clarksburg Town Center

JUSTIFICATION

Roads in the Clarksburg Town Center development area are rapidly deteriorating due to the continuing elevated level of use by heavy construction equipment. Temporary patching is insufficient to maintain road integrity and safety. Implementation of this project will create at least a 12 year service life for the rehabilitated roads.

Cost Change

Not Applicable.

STATUS

Planning stage.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
Initial Cost Estimate		2,251
First Cost Estimate		
Current Scope	FY06	2,251
Last FY's Cost Estimate		2,251
Present Cost Estimate		2,251
Appropriation Request	FY07	1,551
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	700
Transfer		0
Cumulative Appropriation Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Up-County Regional Services Center
Department of Permitting Services
WSSC and Other Utilities
M-NCPPC
Community Associations

MAP

See Map on Next Page

North County Maintenance Depot -- No. 500522

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Germantown
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	6,003	0	0	6,003	1,918	2,708	1,377	0	0	0	0
Land	10,000	0	0	10,000	5,000	5,000	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,003	0	0	16,003	6,918	7,708	1,377	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	16,003	0	0	16,003	6,918	7,708	1,377	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project will provide for the planning and design of a new North County Depot for the DPWT Divisions of Transit Services (Ride On), Fleet Management Services and Highway Maintenance in Clarksburg. The facility will accommodate the planned future growth of the County's transit fleet and will serve as a staging, operations and maintenance center for the three DPWT divisions. The new North County facility will accommodate 250 new buses and almost 90 pieces of heavy duty vehicles and equipment, provide for their maintenance and house the divisions' operational and administrative staff. The facility will complement the existing DPWT facilities at Brookville in Silver Spring and Crabbs Branch Way in Rockville.

JUSTIFICATION

The County proposes to double transit ridership on the "Ride-On" system by 2020. This will require the addition of a new bus maintenance facility as the existing facilities are nearing their maximum capacity. In addition, a new highway maintenance depot is needed in the fast growing UpCounty area to better serve County residents. The new depot will consolidate the existing operations at the Gaithersburg west and Poolesville depots and provide for future growth.

Plans and Studies

The program of requirements is complete. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to inflation and the addition of land acquisition costs.

STATUS

Facility planning.

OTHER

The design of the project will comply with the DPWT and ADA standards. Options for land are being funded through ALARF in the amount of \$1.4 million in FY06 and reimbursed to ALARF in FY07 from this project. The Department of Public Works & Transportation will conduct a public outreach meeting with the Clarksburg community prior to spending funds from this PDF.

FISCAL NOTE

Total project cost is estimated to be between \$95 million and \$105 million. Final construction cost will be determined during the design phase.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
Initial Cost Estimate		4,725
First Cost Estimate		
Current Scope	FY07	16,003
Last FY's Cost Estimate		4,725
Present Cost Estimate		16,003
Appropriation Request	FY07	15,403
Appropriation Request Est.	FY08	600
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Department of Public Works and Transportation
Department of Technology Services
Department of Permitting Services
WSSC
PEPCO
Upcounty Regional Services Center
Washington Gas
Allegheny Power

Special Capital Improvement Project Legislation will be proposed by the County Executive.

MAP

See Map on Next Page

Resurfacing: Rural/Residential Roads -- No. 500511

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,400	0	200	1,200	200	200	200	200	200	200	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	18,033	1,333	1,800	14,900	1,800	2,200	2,500	2,800	2,800	2,800	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	19,433	1,333	2,000	16,100	2,000	2,400	2,700	3,000	3,000	3,000	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	19,100	1,333	1,667	16,100	2,000	2,400	2,700	3,000	3,000	3,000	0
Current Revenue: General	333	0	333	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Program-Other				4,350	25	550	775	1,000	1,000	1,000	0
Net Impact				4,350	25	550	775	1,000	1,000	1,000	0

DESCRIPTION

This project provides for the permanent patching of rural and residential roadways to ensure long term structural integrity of the road base. The County maintains a total of 263 lane miles of rural roads and 3,566 lane miles of residential roads. The Department estimates that upward to 1,000 lane miles of rural and residential roads require permanent patching due to deferred maintenance. The County spends approximately \$6,400 to \$8,000 per lane mile on this type of patching, 4-5 times more than cyclic, proactive permanent patching. This work must be completed in advance of any surface treatment.

Service Area

Countywide

Capacity

Funding levels will prepare approximately 313 lane miles of road base for resurfacing in FY07.

JUSTIFICATION

The deterioration of bituminous pavement occurs because of bitumen evaporation, infiltration of moisture, and patterned traffic movement. Timely, cyclical overlays preserve pavements and prevent total and costly reconstruction. Highway Maintenance Section records show that rural and residential roadways are currently being resurfaced on average of once every 15 to 25 years, while industry standards recommend a five-year cycle. Deferring surface treatment beyond industry standard cycles causes rapid deterioration of the pavement surface, base, and sub-base. Major and costly permanent repairs are now required to the base and sub-base because roads are not being resurfaced in a timely manner.

Plans and Studies

The March 2005, "Report of the Infrastructure Maintenance Task Force," identified an annual level of effort for permanent patching which supports a 5 year resurfacing accomplished through the operating budget.

Cost Change

Cost change to increase the number of lane miles patched.

STATUS

Ongoing. Rural/residential road mileage has been adjusted to conform with the State inventory of road mileage maintained by the State Highway Administration (SHA). This inventory is updated annually.

OTHER

The design and planning stages, as well as project construction, will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State and Highway Officials (AASHTO), and American with Disabilities Act (ADA).

FISCAL NOTE

G.O. bonds will be used for permanent patching (which should last the lifetime of the roadway if timely surface treatment is provided). Current Revenue from the Department's operating budget will be used for the resurfacing. The recommended methods of resurfacing for rural and residential roads are tar and chip and slurry seal respectively.

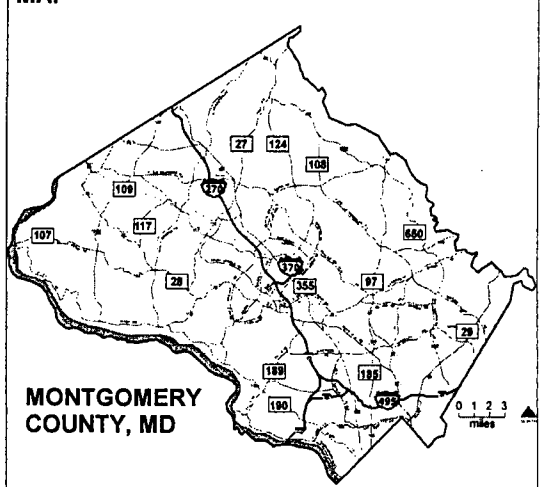
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		2,000
First Cost Estimate		
Current Scope	FY07	19,433
Last FY's Cost Estimate		12,667
Present Cost Estimate		19,433
Appropriation Request	FY07	2,000
Appropriation Request Est.	FY08	2,400
Supplemental Appropriation Request	FY06	333
Transfer		0
Cumulative Appropriation		3,000
Expenditures/ Encumbrances		2,133
Unencumbered Balance		867
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

WSSC
Washington Gas Light Company
PEPCO
Cable TV
Verizon Wireless
United States Post Office

MAP



Resurfacing: Primary/Arterial -- No. 508527

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 23, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	4,141	0	1,038	3,103	517	414	414	586	586	586	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	48,042	0	6,145	41,897	6,983	5,586	5,586	7,914	7,914	7,914	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	52,183	0	7,183	45,000	7,500	6,000	6,000	8,500	8,500	8,500	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	51,183	0	6,183	45,000	7,500	6,000	6,000	8,500	8,500	8,500	0
Current Revenue: General	1,000	0	1,000	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

The County has approximately 872 lane miles of main streets. This project provides for the milling, repair and bituminous concrete resurfacing of some of those main streets and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of some of the County's main streets to enhance safety and ease of use for all users. A portion of the work will be performed by the County's in-house paving crew.

Service Area

Countywide

Capacity

Expenditure levels will provide for the resurfacing of about 77 lane miles in FY07.

JUSTIFICATION

Main streets provide for tens of thousands of trips each day. Main streets connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's main streets has fallen behind due to funding delays and services having been provided in a disjointed manner. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of use for all main street travelers, including pedestrians and bicyclists. Good road surfaces relieve traffic congestion.

Plans and Studies

The March 2005, "Report of the Infrastructure Maintenance Task Force," identified an annual resurfacing program level of effort based on a 12 year resurfacing frequency.

Cost Change

Cost increase to fund resurfacing of all main streets on a 12-year cycle.

STATUS

Ongoing. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

OTHER

One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

*Expenditures will continue indefinitely.

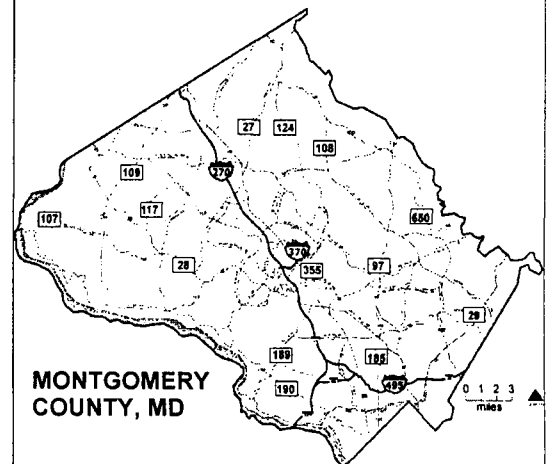
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY85	(\$000)
Initial Cost Estimate		2,827
First Cost Estimate		
Current Scope	FY07	52,183
Last FY's Cost Estimate		34,001
Present Cost Estimate		52,183
Appropriation Request	FY07	7,500
Appropriation Request Est.	FY08	6,000
Supplemental		
Appropriation Request	FY06	1,000
Transfer		0
Cumulative Appropriation		6,183
Expenditures/		
Encumbrances		4,906
Unencumbered Balance		1,277
Partial Closeout Thru	FY04	27,149
New Partial Closeout	FY05	8,394
Total Partial Closeout		35,543

COORDINATION

WSSC
Other Utilities
DPWT
DHCA
MCPS
M-NCPPC
Department of Economic Development
Department of Permitting Services
Regional Services Centers
Community Associations
Montgomery County Pedestrian Safety Advisory
Committee
Commission on People with Disabilities

MAP



Sidewalk & Infrastructure Revit. -- No. 508182

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,201	0	564	2,637	337	431	450	473	473	473	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	36,091	0	3,578	32,513	4,163	5,319	5,550	5,827	5,827	5,827	0
Other											
Total	39,292	0	4,142	35,150	4,500	5,750	6,000	6,300	6,300	6,300	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	23,503	0	3,711	19,792	4,000	788	1,952	1,452	5,800	5,800	0
Contributions	3,431	0	431	3,000	500	500	500	500	500	500	0
Current Revenue:											
General	12,358	0	0	12,358	0	4,462	3,548	4,348	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,021 miles of sidewalks and about 2,081 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and ensure ADA compliance.

Service Area

Countywide; however, primary area of concentration will be older residential neighborhoods and older commercial districts in the County.

Capacity

Expenditure levels in FY07 will provide for the replacement of an estimated 20 miles of sidewalk and 41 miles of curb and gutters.

JUSTIFICATION

Curbs, gutters and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 68 miles of curbs and gutters and 34 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes.

Plans and Studies

A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2005, "Report of the Infrastructure Maintenance Task Force," identified an annual replacement program level of effort based on a 30 year life for curbs and gutters.

Cost Change

Increase due to higher level of expenditures in FY07 and the addition of FY11-12 to this ongoing project.

STATUS

Ongoing. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

OTHER

The Department of Public Works and Transportation maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

FISCAL NOTE

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as "Contributions" in the funding schedule. *Expenditures will continue indefinitely.

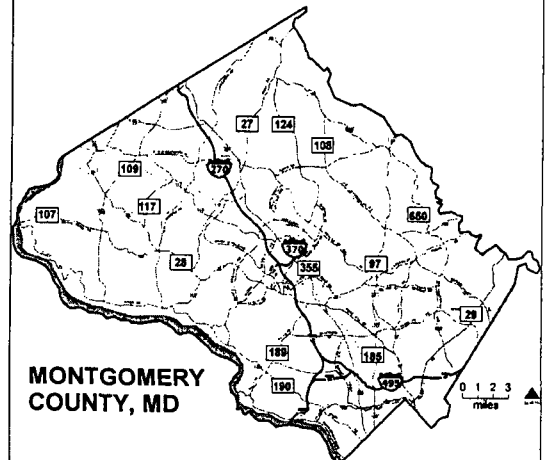
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
Initial Cost Estimate		5,530
First Cost Estimate		
Current Scope	FY07	39,292
Last FY's Cost Estimate		31,894
Present Cost Estimate		39,292
Appropriation Request	FY07	4,500
Appropriation Request Est.	FY08	5,750
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		4,142
Expenditures/		
Encumbrances		3,788
Unencumbered Balance		354
Partial Closeout Thru	FY04	56,094
New Partial Closeout	FY05	6,202
Total Partial Closeout		62,296

COORDINATION

WSSC
Other Utilities
MCPS
Homeowners
Montgomery County Pedestrian Safety Advisory
Committee
Commission on People with Disabilities

MAP



Street Tree Preservation -- No. 500700

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

March 27, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	175	0	0	175	175	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	2,125	0	0	2,125	2,125	0	0	0	0	0	0
Total	2,300	0	0	2,300	2,300	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue:											
General	2,300	0	0	2,300	2,300	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the preservation of street trees through proactive pruning that will include the removal of limbs to: reduce safety hazards to pedestrians and motorists; preserve the health and longevity of trees; correct structural imbalances/defects; improve aesthetics and adjacent property values; and improve sight distance. Proactive pruning will prevent premature deterioration, minimize liability, reduce storm damage potential and costs, improve appearance and enhance the condition of street trees.

Service Area

Countywide, excluding the Agricultural Reserve.

Capacity

Approximately 15,300 trees will be pruned in FY07.

JUSTIFICATION

Prior to FY84 the County provided for scheduled cyclical pruning every six years for all trees in the old Suburban District. This work was funded through the dedicated Suburban District Tax. Between FY84 and FY97, fiscal constraints caused a reduction in pruning to a 40-90 year cycle. In FY97, the County eliminated the Suburban District Tax and expanded its street tree maintenance program from the old Suburban District to include the entire County and the street tree population increased from an estimated 100,000 to over 250,000 trees. Since that time, only pruning in reaction to emergency/safety concerns has been provided. A street tree has a life expectancy of 60 years and, under current conditions, a majority of street trees will never receive any pruning. Lack of cyclical pruning leads to increased storm damage and cleanup costs, right-of-way obstruction and safety hazards to pedestrians and motorists, premature death and decay from disease, weakening of structural integrity, and increased public security risks. Healthy street trees provide a myriad of public benefits including energy savings, aesthetic enhancements that soften the hard edges of buildings and pavements, property value enhancement, mitigation of various airborne pollutants, reduction in the urban heat island effect, and stormwater management enhancement. Various CIP projects provide for the preservation, revitalization, restoration, or protection of all types of public infrastructure.

Plans and Studies

The "Forest Preservation Strategy" Task Force Report (October, 2000) recommends the development of a "green infrastructure" CIP project for street tree maintenance. The "Forest Preservation Strategy Update" (July, 2004) reinforced the need for a CIP project that addresses street trees. Also, see recommendations in the inter-agency study of tree management practices by the Office of Legislative Oversight (Report #2004-8 - September, 2004) and the Tree Inventory Report and Management Plan by Appraisal, Consulting, Research, and Training Inc. (November, 1995). Studies have shown that healthy trees provide significant year-round energy savings. Winter windbreaks can lower heating costs by 10 to 20 percent and summer shade can lower cooling costs by 15 to 35 percent. Every tree that is planted and maintained saves \$20 in energy costs per year. In addition, a healthy street tree canopy captures the first 1/2 inch of rainfall reducing the need for stormwater management facilities.

Cost Change

Not applicable

STATUS

Planning stage

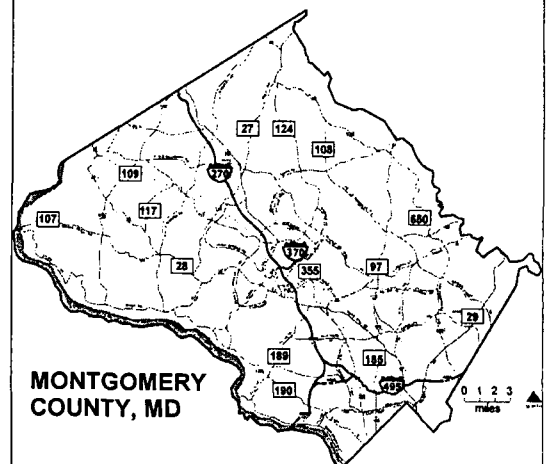
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		2,300
First Cost Estimate		
Current Scope	FY07	2,300
Last FY's Cost Estimate		0
Present Cost Estimate		2,300
Appropriation Request	FY07	2,300
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Environmental Protection
Maryland Department of Natural Resources
Utility companies

MAP



Bus Stop Improvements -- No. 507658

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Countywide**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,422	0	22	1,400	220	220	240	240	240	240	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	8	0	8	0	0	0	0	0	0	0	0
Construction	9,924	0	324	9,600	780	780	1,760	1,760	2,260	2,260	0
Other	2	0	2	0	0	0	0	0	0	0	0
Total	11,356	0	356	11,000	1,000	1,000	2,000	2,000	2,500	2,500	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,256	0	356	9,900	900	900	1,800	1,800	2,250	2,250	0
Mass Transit Fund	1,100	0	0	1,100	100	100	200	200	250	250	0
State Aid	0	0	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the installation and improvement of capital amenities at bus stops in Montgomery County to make them safer, more accessible, and attractive to users and to improve pedestrian safety for County transit passengers. These enhancements can include items such as sidewalk connections, improved pedestrian access, pedestrian refuge islands and other crossing safety measures, area lighting, paved passenger standing areas, and other safety upgrades. In prior years, this project included funding for the installation and replacement of bus shelters and benches along Ride-On and County Metrobus routes; benches and shelters are now handled under the operating budget.

JUSTIFICATION

Many of the County's bus stops have safety, security, or right-of-way deficiencies since they are located on roads which were not originally built to accommodate pedestrians. Problems include: lack of drainage around the site, sidewalk connections, passenger standing areas or pads, lighting or pedestrian access, and unsafe street crossings to get to the bus stop. This project addresses significant bus stop safety issues to ease access to transit service. Correction of these deficiencies will result in fewer pedestrian accidents related to bus riders, improved accessibility of the system, increased attractiveness of transit as a means of transportation, and greater ridership. Making transit a more viable option than the automobile requires enhanced facilities as well as increased frequency and level of service. Getting riders to the bus and providing an adequate and safe facility to wait for the bus will help to achieve the goal. The County has approximately 5,400 bus stops. The recently completed inventory and assessment of each bus stop has determined what is needed at each location to render the stop safe and accessible to all transit passengers.

Plans and Studies

In FY05, a contractor developed a GIS-referenced bus stop inventory and condition assessment for all bus stops in the County, criteria to determine which bus stops need improvements, and a prioritized listing of bus stop relocations, improvements, and passenger amenities. The survey and review of bus stop data have been completed. Pedestrian safety will be considered during design.

Cost Change

Increase is due to completion of the study and assessment that identifies deficiencies at bus stops.

STATUS

Ongoing.

OTHER

Any required purchase of land for right-of-way will be funded initially out of the Advance Land Acquisition Revolving Fund (ALARF), then reimbursed by a future appropriation from this project. The total cost of this project may increase when land expenditures are programmed.

FISCAL NOTE

Funding for this project is general obligation bonds dedicated to Mass Transit with debt service financed from the Mass Transit Facilities Fund.

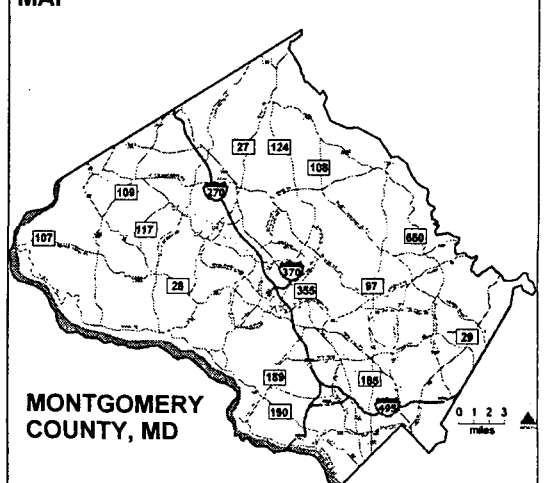
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY76	(\$000)
Initial Cost Estimate		241
First Cost Estimate		
Current Scope	FY07	11,356
Last FY's Cost Estimate		1,253
Present Cost Estimate		11,356
Appropriation Request	FY07	999
Appropriation Request Est.	FY08	1,000
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		357
Expenditures/		
Encumbrances		155
Unencumbered Balance		202
Partial Closeout Thru	FY04	1,985
New Partial Closeout	FY05	296
Total Partial Closeout		2,281

COORDINATION

Civic Associations
 Municipalities
 Maryland State Highway Administration
 Maryland Transit Administration
 Washington Metropolitan Area Transit Authority
 Commission on Aging
 Commission on People with Disabilities
 Montgomery County Pedestrian Safety Advisory Committee
 Citizen Advisory Boards

MAP



Equipment and Maintenance Operations Center (EMOC) -- No. 500433

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Rockville**
 Relocation Impact **None**

Date Last Modified **March 13, 2006**
 Required Adequate Public Facility **NO**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,962	0	0	2,962	0	0	1,913	1,049	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,962	0	0	2,962	0	0	1,913	1,049	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,962	0	0	2,962	0	0	1,913	1,049	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the planning and design of an expanded Equipment and Maintenance Operations Center (EMOC) to support a doubling of transit ridership by 2020. Major components of the project are: expanded bus parking for 200 buses; three new bus service lanes for both diesel and CNG fueling; two new bus wash facilities; a new fare collection area; a 7,600 gross square foot building addition; renovation of the existing building; eight new bus service maintenance bays; an expanded parts room; renovation and reconfiguration of the Fleet Management portion of EMOC; upgraded HVAC systems; a new 48 bay heavy equipment storage shed; a new soil/gravel storage area; extension of the four highway service bays; expanded employee parking; a new access drive and modified entrances; fencing; lighting; landscaping; and stormwater management.

Service Area

Rockville/Gaithersburg

JUSTIFICATION

Currently, EMOC has insufficient capacity to house and maintain its existing buses. In addition, expansion plans are premised on the facility accommodating 81 more buses. EMOC design must begin as soon as possible in order to meet bus expansion plans. However, in recognition of the draft Shady Grove Sector Plan, which calls for a mixed-use community with a residential focus where EMOC is located, construction funds are not being programmed at this time. The Executive Branch will continue to investigate site relocation options.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to new cost estimate.

STATUS

Planning Stage

OTHER

Air quality improvements at EMOC are included in the Indoor Air Quality Improvements - EMOC project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		18,900
First Cost Estimate		
Current Scope	FY05	1,970
Last FY's Cost Estimate		1,970
Present Cost Estimate		2,962

Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation
 Department of Technology Services
 Department of Permitting Services
 Maryland-National Capital Park and Planning
 Commission

MAP

See Map on Next Page

Northern Damascus Park and Ride Lot -- No. 500723

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Damascus
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	860	0	0	860	400	460	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	860	0	0	860	400	460	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	860	0	0	860	400	460	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design of a Northern Damascus Park and Ride Lot. The lot will be located on the west side of Ridge Road (MD 27), near the proposed intersection of MD 27 and Woodfield Road Extended (the current intersection of MD 27 and Faith Lane). The lot will include at least 200 parking spaces, one bus shelter equipped with real time information and conduit for power and communications, pedestrian facilities, lighting, landscaping, and stormwater management facilities.

Service Area

Damascus

JUSTIFICATION

The park and ride lot is needed to encourage transit use and other forms of ridesharing in the MD 27 corridor.

Plans and Studies

Pedestrian safety will be considered during design.

Cost Change

Not applicable.

STATUS

Planning stage.

OTHER

Land acquisition will be funded initially through ALARF, then reimbursed by a future appropriation from this project. A minimum of two acres will be needed.

FISCAL NOTE

The total cost of this project is estimated to be between \$2.9 and \$4.3 million, not including the cost of land acquisition. Final construction cost will be determined during the design phase.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		860
First Cost Estimate		
Current Scope	FY07	860
Last FY's Cost Estimate		0
Present Cost Estimate		860
Appropriation Request	FY07	860
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Department of Public Works and Transportation
Facility Planning: Transportation
Department of Permitting Services
Department of Environmental Protection
Washington Suburban Sanitary Commission
Maryland Department of the Environment
Washington Gas and Light
U.S. Army Corps of Engineers
PEPCO
Verizon

MAP

See Map on Next Page

Silver Spring Transit Center -- No. 509974

Category Transportation
Agency Public Works & Transportation
Planning Area Silver Spring
Relocation Impact None.

Date Last Modified
Required Adequate Public Facility

May 12, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	10,630	2,405	3,468	4,757	2,733	1,293	731	0	0	0	0
Land	8	8	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	16,326	0	0	16,326	7,082	9,082	162	0	0	0	0
Construction	41,291	2	0	41,289	1,798	24,524	14,967	0	0	0	0
Other	4,850	0	0	4,850	1,850	1,000	2,000	0	0	0	0
Total	73,105	2,415	3,468	67,222	13,463	35,899	17,860	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,716	0	0	1,716	0	0	1,716	0	0	0	0
Federal Aid	52,317	0	0	52,317	10,770	30,967	10,580	0	0	0	0
Impact Tax	2,000	0	0	2,000	0	1,802	198	0	0	0	0
Land Sale	3,000	0	0	3,000	0	0	3,000	0	0	0	0
Mass Transit Fund	93	0	0	93	0	0	93	0	0	0	0
State Aid	13,979	2,415	3,468	8,096	2,693	3,130	2,273	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project replaces the existing 30 year old Silver Spring transit facility with a new 3-story, multi-modal transit center that serves as a vital part of the Silver Spring revitalization initiative. Phase I of this project, completed by the State, relocated the MARC facility near the transit center. In phase II, the eight acre site will be jointly developed to accommodate a transit center, an urban park and private development. The transit center consists of a pedestrian friendly complex supporting rail (Metrorail and MARC), bus traffic (Ride On and Metrobus, inter-city and various shuttles) and automobile traffic (taxis and kiss-and-ride). The current design allows coordinated and integrated transit-oriented private development adjacent to the transit center. Major features include increasing bus capacity by approximately 50% (from 23 bus bays to approximately 34), a 3,500 square foot inter-city bus facility, extensive provisions for safe pedestrian and vehicle movement in a weather protected structure. The project also includes a realignment of Colesville Road, a new traffic light at the transit center entrance, connections to MARC platforms, and enhancement of hiker/biker trails. The design allows sufficient space for the future bi-county transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the bi-county transit facility is built in the reserved area. The transit center will be accessible from all sides and on all three levels. The project includes Intelligent Transportation System (ITS) improvements including new signage and infrastructure to accommodate future Automatic Vehicle Locator (AVL) systems, real time bus schedule information, centralized bus dispatch, operational controls, and centralized traffic controls. The project will be constructed in two stages: stage one will start fall 2006 and will include road work and relocation of bus stops, stage two will be the construction of the new transit center and will begin summer 2007.

Service Area

Silver Spring

JUSTIFICATION

With over 1,250 bus movements per day, the Silver Spring transit center has the highest bus volume in the Washington metro system. The Silver Spring transit center is a major contributor to the vitality of Silver Spring. There are various existing transit modes at this location although they are poorly organized. Patrons are exposed to weather and interconnectivity between various modes of transportation is poor. There is no provision for future growth and future transit modes. The current facility accommodates approximately 57,000 patrons daily, which is expected to increase by 70 percent to 97,000 by year 2024. The project enhancements will be an urban park and connections to hiker/biker trails. The benefits will be improved pedestrian circulation and safety in a covered facility, and reduced pedestrian conflicts with vehicle movements. All associated trails will be enhanced and new signage will be installed. The project will connect to completed phase I MARC project (relocation of two platforms, ADA improvements) and will include a permanent facility for MARC.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to scope change and cost escalation. Expenditures and funding previously included in the Silver Spring Transit Center ITS Component project.

STATUS

Design stage. The project schedule is adjusted to conform with current implementation expectations. Preliminary design is expected to be complete by Spring 2006.

FISCAL NOTE

Land sale proceeds are estimated.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		35,000
First Cost Estimate		
Current Scope	FY07	73,105
Last FY's Cost Estimate		39,883
Present Cost Estimate		73,105
Appropriation Request	FY07	62,198
Appropriation Request Est.	FY08	2,293
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		5,883
Expenditures/ Encumbrances		5,090
Unencumbered Balance		793
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

CSX Railroad
Federal Transit Administration
Intersection Improvement Project
Maryland Transit Administration
State Highway Administration
Maryland-National Capital Park and Planning
Commission
Department of Permitting Services
WMATA

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

Annual Bikeway Program -- No. 507596

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	640	0	0	640	160	160	80	80	80	80	0
Land	79	0	79	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,254	0	619	1,635	485	290	215	215	215	215	0
Other	79	0	79	0	0	0	0	0	0	0	0
Total	3,052	0	777	2,275	645	450	295	295	295	295	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,765	0	690	2,075	445	450	295	295	295	295	0
Current Revenue:											
General	280	0	80	200	200	0	0	0	0	0	0
State Aid	7	0	7	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project plans, designs, and constructs bikeways and trails throughout the County. The purpose of this project is to develop the bikeway network specified by master plans and to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. Types of bikeways include shared use paths, designated lanes, and signed shared routes along existing roads. This program will construct bikeway facilities that will cost less than \$300,000 each. Projects in the FY07-09 include filling bikeway gaps on Muncaster Mill Road and Emory Lane and rehabilitating the East West Highway path from Grubb Road to 16th Street.

Service Area

Countywide.

JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles.

Plans and Studies

This project implements the bikeways recommended in local area master plans; in the Countywide Functional Master Plan of Bikeways; and those identified by individuals, communities, and the Montgomery Bicycle Action Group; or bikeway segments and connectors necessitated by the subdivision process. The subprojects listed on the DPWT Bikeway Project Construction List and projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to the addition of filling bikeway gaps on Muncaster Mill Road and Emory Lane and rehabilitating the East West Highway path from Grubb Road to 16th Street, and the addition of FY11 and FY12 to this ongoing project.

STATUS

Ongoing.

OTHER

Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

FISCAL NOTE

*Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY75	(\$000)
Initial Cost Estimate		150
First Cost Estimate		
Current Scope	FY07	3,052
Last FY's Cost Estimate		2,381
Present Cost Estimate		3,052

Appropriation Request	FY07	720
Appropriation Request Est.	FY08	375
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation	777
Expenditures/	
Encumbrances	146
Unencumbered Balance	631

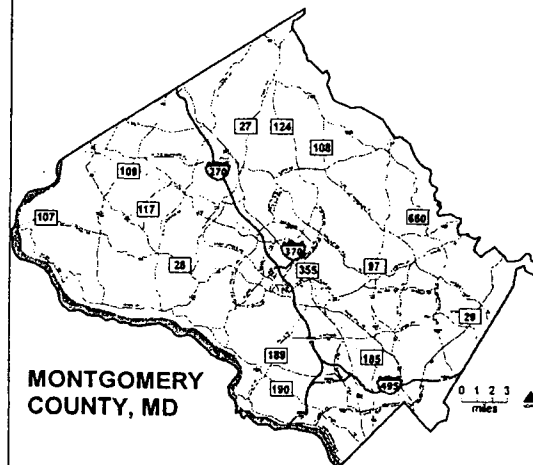
Partial Closeout Thru	FY04	3,321
New Partial Closeout	FY05	424
Total Partial Closeout		3,745

COORDINATION

Maryland State Highway Administration
Maryland-National Capital Park and Planning Commission
Hard Surface Trail Design and Construction
Hard Surface Trail Renovation
Department of Public Works and Transportation,
Division of Capital Development
Washington Metropolitan Area Transit Authority
Maryland Mass Transit Authority
Silver Spring Regional Transportation Advisory Board
Montgomery County Bicycle Action Group
Coalition for the Capital Crescent Trail
Facility Planning - Transportation
Montgomery Bicycle Advocates

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP



Greentree Road Sidewalk -- No. 500506

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Bethesda-Chevy Chase
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	368	0	0	368	0	0	105	263	0	0	0
Land	196	0	0	196	0	0	196	0	0	0	0
Site Improvements and Utilities	281	0	0	281	0	0	0	281	0	0	0
Construction	2,253	0	0	2,253	0	0	0	2,253	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,098	0	0	3,098	0	0	301	2,797	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,098	0	0	3,098	0	0	301	2,797	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides approximately 6,400 linear feet of five foot wide concrete sidewalk along the north side of Greentree Road, curb and gutter, residential sidewalk ramps, and expansion of existing drainage system from Old Georgetown Road (MD 187) to Fernwood Road. The proposed sidewalk will provide access to public transportation on Old Georgetown Road, a church and a nursing home on Greentree Road, National Institute of Health (NIH), Suburban Hospital, Bradley Hills Elementary School, Wyngate Elementary School, North Bethesda Middle School, The Woods Academy, Ayrilawn Park, Fernwood Park, McCrills Gardens and Bradley Park.

Service Area

Bethesda-Chevy Chase

JUSTIFICATION

Property owners have contacted DPWT to request a sidewalk to eliminate the unsafe condition of pedestrians walking along the edge of the road to access NIH and businesses on Old Georgetown Road. This road is a primary traffic connector from Old Georgetown Road to the developed areas west of Old Georgetown Road and has a number of side street connections with Bradley Boulevard. The sidewalk will provide a needed safe path for pedestrians in the community and the storm drain system is needed to accommodate the curb and gutter constructed as part of the sidewalk. The storm drain system will also improve the drainage along Greentree Road, particularly along the older, narrower segment which lacks adequate drainage.

Plans and Studies

Montgomery County Department of Public Works and Transportation, "Greentree Road Sidewalk, Phase 1 - Facility Planning Study, Needs And Purpose Statement", dated July 7, 2003. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase is due to the addition of traffic calming measures, removal of trees, provision of tree protection measures for specimen and significant trees, and due to more accurate cost estimates based on design, including land costs and requirements from permitting agencies. This project has been delayed by one year for fiscal reasons.

STATUS

Preliminary design

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		1,788
First Cost Estimate		
Current Scope	FY07	3,098
Last FY's Cost Estimate		1,788
Present Cost Estimate		3,098
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Department of Public Works and Transportation
Department of Permitting Services
Facility Planning: Transportation
Washington Suburban Sanitary Commission507596

Washington Gas
Pepco
Verizon

MAP

See Map on Next Page

Matthew Henson Trail -- No. 500400

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Aspen Hill
None.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	957	1	502	454	377	77	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	43	0	0	43	43	0	0	0	0	0	0
Construction	3,792	188	1,234	2,370	1,731	639	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,792	189	1,736	2,867	2,151	716	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,792	189	1,736	2,867	2,151	716	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				11	0	0	0	0	0	11	0
Energy				1	0	0	0	0	0	1	0
Program-Staff				23	0	0	0	0	0	23	0
Program-Other				14	0	0	0	0	0	14	0
Net Impact				49	0	0	0	0	0	49	0

DESCRIPTION

This project provides funding for M-NCPPC to complete final design and construction of an 8-foot trail located in the Matthew Henson Greenway extending from Georgia Ave. to Alderton Ln., which is denoted as Phase 3 of the entire project and is approximately 2.25 miles. This project also provides for construction of the trail in Phases 1 and 2, which are 8-foot trails within the Matthew Henson State Park and extend from Rock Creek Trail to Georgia Avenue. (approximately 2 miles). The Montgomery County Planning Board approved the facility planning for this project on April 3, 2003, with the following stipulations: The project ecologist will review and evaluate changes to trail design during construction; Appropriate traffic controls will be implemented to provide a safe crossing for trail users at the intersection of the trail at Veirs Mill Road and Turkey Branch Parkway; The Department of Parks and Planning will develop a maintenance plan for the trail and trail corridor to be maintained by M-NCPPC; maintenance includes monitoring, maintaining, and restoring native habitat along the trail; periodic updates should be made to the Planning Board as ecological impacts are addressed.

Service Area

Kensington/Wheaton

JUSTIFICATION

The Matthew Henson Trail is in the Countywide plan of trails approved by the Planning Board in 1998. It provides an east-west link between Rock Creek Trail and Sligo Creek Trail. The trail system will serve more than 16,000 housing units.

Plans and Studies

Countywide Park Trails plan adopted by the Planning Board in 1998. In 1997, trail use was the most frequent activity reported by County survey respondents; 67 percent had used paved park trails in the past year. Biking and walking paths topped the respondents' list of desired facilities or greatest facility shortages. The design of Phase 1 and 2 of the Matthew Henson Trail were funded under the Hard Surface Design and Construction project and were performed by M-NCPPC. Traffic signals, street lights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Cost Change

Cost increase due to inflation and higher utility costs.

STATUS

Final design stage.

OTHER

In FY03, the Montgomery County Department of Environmental Protection constructed a stream restoration project in the Turkey Branch Watershed. This project has been coordinated with the Matthew Henson Trail project to decrease environmental impacts. This project will also be coordinated with Maryland Department of Natural Resources. On June 13, 2003, M-NCPPC forwarded a formal legal opinion to the County Council concluding that reimbursement of ALARF is not required for this project.

Commission staff will keep the community along the trail informed through newsletters and periodic meetings to ensure public information is shared regarding issues associated with the trail including design, construction, native habitat restoration, ecological and maintenance issues.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		4,444
First Cost Estimate		
Current Scope	FY04	4,444
Last FY's Cost Estimate		4,444
Present Cost Estimate		4,792
Appropriation Request	FY07	348
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		4,444
Expenditures/		
Encumbrances		190
Unencumbered Balance		4,254
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
State Highway Administration
Maryland Department of Natural Resources
Utility Companies
Montgomery County Department of Environmental Protection
Montgomery County Department of Permitting Services
Trails: Hard Surface Design and Construction

MAP

See Map on Next Page

Shady Grove Access Bike Path -- No. 500600

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Shady Grove Vicinity
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	737	0	381	356	129	227	0	0	0	0	0
Land	116	0	5	111	111	0	0	0	0	0	0
Site Improvements and Utilities	1,046	0	0	1,046	0	1,046	0	0	0	0	0
Construction	815	0	0	815	0	815	0	0	0	0	0
Other											
Total	2,714	0	386	2,328	240	2,088	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Enhancement	1,357	0	264	1,093	240	853	0	0	0	0	0
G.O. Bonds	1,357	0	122	1,235	0	1,235	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides a new 10-foot wide bike path from Shady Grove Road to Redland Road along the east side of the WMATA Metro Access Road (approximately 4,700 feet); a bikeway ramp from the new bike path to an existing bikeway on Crabbs Branch Way (approximately 500 feet); a signalized at-grade pedestrian/bikeway crossing on the WMATA Metro Access Road; and a Metro access bikeway connection (approximately 200 feet) to provide access from the new bike path to the WMATA Shady Grove Metrorail Station.

Service Area

Shady Grove/Derwood

JUSTIFICATION

There is a need to provide a safe pedestrian/biker access to the WMATA Shady Grove Metrorail Station and a connection to the sidewalk/bikeway network in the vicinity, including the existing and proposed sidewalks/bikeways on Shady Grove Road, Crabbs Branch Way, Redland Road, Needwood Road, Midcounty Highway and future InterCounty Connector (ICC). Approximately ten existing communities within two miles of the project site will benefit from this project for daily commutes.

Plans and Studies

The M-NCPPC recognizes the need for this project and includes the proposed bikeways in this project in the Shady Grove Sector Plan Planning Board Draft, dated July 2004. A pedestrian impact analysis has been completed for this project.

STATUS

Preliminary design stage

OTHER

The costs for the preliminary engineering up to 35 percent design are covered in the Annual Bikeway Program project. Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

FISCAL NOTE

This project will be a candidate for Federal Transportation Enhancement Program funds which are allocated to the State and will not proceed to construction without this Enhancement funding.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
Initial Cost Estimate		2,714
First Cost Estimate		
Current Scope	FY06	2,714
Last FY's Cost Estimate		2,714
Present Cost Estimate		2,714
Appropriation Request	FY07	240
Appropriation Request Est.	FY08	1,845
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		629
Expenditures/ Encumbrances		4
Unencumbered Balance		625
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Federal Highway Administration
Maryland Department of the Environment
Maryland-National Capital Park and Planning
Commission
Department of Permitting Services
Washington Suburban Sanitary Commission
Pepco
Washington Gas Light Company
Verizon
MCI
Comcast
Washington Metropolitan Area Transit Authority
Annual Bikeway Program
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

Silver Spring Green Trail-Interim -- No. 509975

Category Transportation
Agency Public Works & Transportation
Planning Area Silver Spring
Relocation Impact None.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,639	1,120	10	509	0	0	304	205	0	0	0
Land	224	7	217	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,527	4	0	1,523	0	0	668	855	0	0	0
Construction	2,943	0	0	2,943	0	0	206	2,737	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	6,334	1,132	227	4,975	0	0	1,178	3,797	0	0	0

FUNDING SCHEDULE (\$000)

Enhancement	484	0	0	484	0	0	0	484	0	0	0
PAYGO	181	181	0	0	0	0	0	0	0	0	0
G.O. Bonds	5,404	728	185	4,491	0	0	1,178	3,313	0	0	0
Current Revenue:											
General	265	223	42	0	0	0	0	0	0	0	0
Intergovernmental	0	0	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project is a part of the County transportation program. It provides for a 4,500 linear foot urban trail as part of a roadway network along one of the alignments under consideration for the Bi-County Transitway. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the interim trail includes the design, property acquisition, and construction of the interim trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This interim trail is part of a transportation corridor and is not a recreation area of state or local significance. The proposed interim trail includes an 8-foot wide bituminous bike path, an adjacent 5-foot wide concrete sidewalk, lighting, and landscaping. The interim trail will provide access to the Silver Spring Transit Station, via the Metropolitan Branch Trail, and the future Capital Crescent Trail. Between Dale Drive and Cedar Lane, the number of travel lanes on Wayne Avenue will be reduced from four to three with a reversible center lane, with parking permitted only on the southern side of Wayne Avenue.

Service Area

Silver Spring.

JUSTIFICATION

This project creates an important interim link through Silver Spring to the Silver Spring Metrorail. It will help provide connectivity to other trails and help in mitigating congestion on area roads.

Plans and Studies

Final plans have been completed. A pedestrian impact analysis has been completed for this project.

Cost Change

This project has been delayed two years to await the decision on the selected alignment for the Bi-County Transitway and for fiscal reasons.

STATUS

Final design stage.

OTHER

The scope has remained the same. This project will be constructed concurrently with the re-construction of Wayne Avenue, which will be funded by the Primary/Arterial Road Resurfacing Project and the Sidewalk and Infrastructure Revitalization Project. The reconstruction of Wayne Avenue will include 4,500 linear feet of full depth pavement repair from Sligo Creek Parkway to near Fenton Street, and 1,700 linear feet of mill and overlay from Fenton Street to Georgia Avenue. The right-of-way was purchased for transportation purposes. Recreational use of the interim trail is secondary to its transportation function and benefit and therefore the interim trail is not a recreation area of state or local significance. The interim trail will be maintained and administered by DPWT.

FISCAL NOTE

WSSC's utility relocations will now be done by WSSC and intergovernmental funding is deleted. The County's share of utility relocation will be paid out of site improvements and utilities. Project implementation is contingent upon receipt of Enhancement funds from the Maryland State Highway Administration (MSHA). The application was submitted to MSHA in FY04 for \$2.627 million and funding was not approved. In FY05, the application for Enhancement funding was for \$484,133. The Enhancement Funds from MSHA are on hold until a decision is made on the bi-county transit way alignment.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		265
First Cost Estimate		
Current Scope	FY99	6,060
Last FY's Cost Estimate		6,060
Present Cost Estimate		6,334
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,984
Expenditures/		
Encumbrances		1,180
Unencumbered Balance		804
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Washington Metropolitan Area Transit Authority
Utility Companies
Silver Spring Chamber of Commerce
Silver Spring Transportation Management District
Maryland Transit Administration
Primary/Arterial Road Resurfacing Project
Sidewalk and Infrastructure Revitalization Project
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

U.S. 29 Sidewalks - West Side -- No. 500513

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Silver Spring
None.

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	939	0	0	939	400	0	124	380	35	0	0
Land	183	0	0	183	0	0	0	183	0	0	0
Site Improvements and Utilities	273	0	0	273	0	0	0	0	273	0	0
Construction	2,469	0	0	2,469	0	0	0	0	2,469	0	0
Other		0	0		0	0	0	0	0		0
Total	3,864	0	0	3,864	400	0	124	563	2,777	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,864	0	0	3,864	400	0	124	563	2,777	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project is to provide final engineering, right-of-way acquisition and construction of missing segments of sidewalk along the west side of US 29 between Burnt Mills Avenue and Southwood Avenue. Specifically, the scope includes 970 linear feet of sidewalk between Burnt Mills Avenue and the existing sidewalk at the Lockwood Drive intersection, 670 linear feet of sidewalk between the existing end of sidewalk and the bridge over Northwest Branch and 1,980 linear feet of sidewalk between the bridge over Northwest Branch and Southwood Avenue. The project includes construction of retaining walls to reduce construction impacts to properties and vegetation adjacent to the public right-of-way.

Plans and Studies

White Oak and Four Corners Master Plans. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase due to inflation.

STATUS

Preliminary design stage.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,592
First Cost Estimate		
Current Scope	FY05	3,592
Last FY's Cost Estimate		3,592
Present Cost Estimate		3,864
Appropriation Request	FY07	400
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Maryland State Highway Administration

MAP

See Map on Next Page

Facility Planning-Transportation -- No. 509337

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	41,361	19,172	4,030	17,549	5,071	3,980	2,025	2,245	2,279	1,949	610
Land	140	140	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	112	112	0	0	0	0	0	0	0	0	0
Construction	52	47	5	0	0	0	0	0	0	0	0
Other	39	39	0	0	0	0	0	0	0	0	0
Total	41,704	19,510	4,035	17,549	5,071	3,980	2,025	2,245	2,279	1,949	610

FUNDING SCHEDULE (\$000)

Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	34,729	17,467	2,233	14,419	4,811	3,285	1,325	1,855	1,544	1,599	610
Impact Tax	684	184	80	420	0	0	0	0	420	0	0
Land Sale	21	21	0	0	0	0	0	0	0	0	0
Mass Transit Fund	5,406	995	1,701	2,710	260	695	700	390	315	350	0
Intergovernmental	785	764	21	0	0	0	0	0	0	0	0
State Aid	75	75	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides funds for planning and preliminary engineering design for new and reconstructed highway projects, pedestrian facilities, bike facilities and new mass transit projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a CIP stand-alone project, the Department of Public Works and Transportation (DPWT) will perform Phase I of Facility Planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; recommended concept design and public participation. At the end of Phase I, the Transportation and Environment committee of the County Council reviews the work and determines if the project has the merits to advance to Phase II of facility planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing the specific and detailed features of the project, from which its impacts and costs can be more accurately assessed. At the completion of phase II, the County Executive and County Council hold project-specific public hearings and then determine if the candidate project has the merits to advance into the CIP as a fully-funded, stand-alone project.

Capacity

To be determined on a project-by-project basis.

JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion into the CIP as a fully-funded, stand-alone project.

Plans and Studies

General Plan; Master Plans; and Master Plan of Highways; and Maryland-National Park and Planning Commission (M-NCPPC) Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs. Pedestrian safety will be considered during design.

Cost Change

Increase due to the addition of FY11-12 to this ongoing project.

STATUS

Ongoing

OTHER

As part of the Midcounty Highway study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition on heavy trucks, 11-foot-wide travel lanes, and other parkway features.

FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

APPROPRIATION AND EXPENDITURE DATA

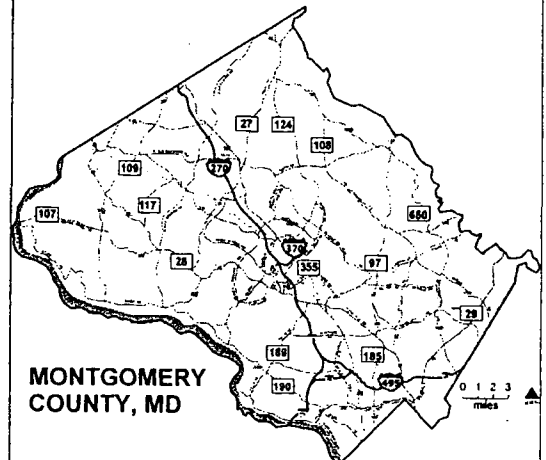
Date First Appropriation	FY93	(\$000)
Initial Cost Estimate		3,150
First Cost Estimate		
Current Scope	FY07	41,704
Last FY's Cost Estimate		40,366
Present Cost Estimate		41,704
Appropriation Request	FY07	1,490
Appropriation Request Est.	FY08	3,380
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		29,551
Expenditures/		
Encumbrances		24,549
Unencumbered Balance		5,002
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Park and Planning Commission
Maryland State Highway Administration
Maryland Department of the Environment
Maryland Department of Natural Resources
U.S. Army Corps of Engineers
Department of Permitting Services
Utilities
Municipalities
Affected communities
Commission on Aging
Commission on People with Disabilities
Montgomery County Pedestrian Safety Advisory Committee

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection, and Planning Act.

MAP



FACILITY PLANNING TRANSPORTATION- No. 509337

Studies Underway or to be Completed in FY07-08:

Transportation Projects

Chapman Avenue Extended
Dedicated but Unmaintained Road Study
Deer Park Bridge
Falls Road Bikeway- East Side
Goshen Road South
Longdraft Road Widening (Quince Orchard Rd. to Clopper Rd.)
MacArthur Boulevard-Bike Path
Metropolitan Branch Trail from Silver Spring to Takoma Park
Midcounty Highway (M 83) Phase I- Montgomery Village Avenue to MD 27
Middlebrook Road Widening Phase I - 0.1 mile east of MD 355 to Midcounty Highway
Montrose Parkway East
Observation Drive
Randolph Road Widening
Redland Road North Sidewalk
Roberts Tavern Road
Seminary Road Intersection
Seven Locks Road- sidewalk, bikeway and spot improvements
Snouffer School Road
Watkins Mill Road

Mass Transit Projects

Clarksburg Transit Center
Montgomery Village/Clubhouse -
Transit Center
Randolph Road Bus Enhancements
Takoma Langley Transit Center*
Veirs Mill Road Bus Rapid Transit*

Other Candidate Studies Underway or to be Completed in FY09-12:

Transportation Projects

16th Street Sidewalk
Bradley Boulevard Bikeway
Central Avenue Sidewalk
Dorsey Mill Bridge
Hyattstown Sidewalks
Interim Capital Crescent Trail
NIH Circulation
Oak Drive/27 Sidewalk
Thompson Road
Tuckerman Lane Sidewalk

Mass Transit Projects

New Park & Ride Lots

Other Candidate Studies Proposed after FY12

Transportation Projects

Arlington Road
Dale Drive Sidewalk
Falls Road Sidewalk-West Side
Franklin Avenue Sidewalk
Goldsboro Road Bikeway
Jones Mill Road Bike Improvements
Locbury Drive Connection
Midcounty Highway Bikeway and Sidewalk
Strathmore Sidewalk

Mass Transit Projects

Olney Longwood Park & Ride
Olney Transit Center
University Boulevard BRT

*State projects- County consulting and staff time charged to Facility Planning

Fairland Road Improvement -- No. 500402

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Fairland-Beltsville**
 Relocation Impact **None.**

Date Last Modified
 Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,292	641	28	623	247	376	0	0	0	0	0
Land	1,741	382	1,359	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,643	76	92	1,475	68	1,407	0	0	0	0	0
Construction	6,269	0	360	5,909	1,946	3,963	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,945	1,099	1,839	8,007	2,261	5,746	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	9,316	1,099	1,839	6,378	632	5,746	0	0	0	0	0
Intergovernmental	129	0	0	129	129	0	0	0	0	0	0
State Aid	1,500	0	0	1,500	1,500	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				20	0	0	5	5	5	5	0
Energy				20	0	0	5	5	5	5	0
Net Impact				40	0	0	10	10	10	10	0

DESCRIPTION

This project provides for the design and construction of roadway improvements on Fairland Road from US 29 to the Prince Georges County line. The roadway will be widened from a two-lane, open section road to a three-lane, closed-section roadway (two 15-foot lanes and an 11-foot center turn lane) for the entire project length, approximately 7,130 feet. The project also entails installation of curb and gutter, storm drain system, a 5-foot sidewalk on the north side of the road, an 8-foot hiker/biker path on the south side of the road, and intersection improvements along the project corridor, as well as provision of landscaping and streetlighting. The storm drain system design is based on the ten-year storm frequency.

Service Area

Fairland.

Capacity

The Average Daily Traffic (ADT) on Fairland Road for the year 2020 is forecast to be 18,500.

JUSTIFICATION

The project is needed to improve safety, accommodate high traffic volumes, improve roadway geometry, improve poor drainage, and provide a safe path for pedestrians and hiker/bikers. The improvements will eliminate substandard features at several high-accident locations.

Plans and Studies

Project has been developed based on a planning study for Fairland Road, and as prescribed by the Fairland Master Plan. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase due to inflation.

Total cost of this project has been decreased by \$18k which is now programmed in the Advanced Reforestation project.

STATUS

Final design stage.

OTHER

The Maryland State Highway Administration (SHA) asked the County to revise the design plans for Fairland Road to incorporate a higher elevation and to construct a roundabout at Brahms Avenue as a two-lane roundabout, instead of the single-lane as originally scoped. SHA has agreed to reimburse the County for costs associated with this scope change which is estimated to be \$1.5 million. Added \$129k Intergovernmental is for utility relocation (WSSC).

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		10,536
First Cost Estimate		
Current Scope	FY04	10,536
Last FY's Cost Estimate		10,536
Present Cost Estimate		10,945
Appropriation Request	FY07	409
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		10,536
Expenditures/		
Encumbrances		1,334
Unencumbered Balance		9,202
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
 Maryland State Highway Administration
 Utility Companies
 Prince George's County, Department of Public Works
 Department of Permitting Services
 Facility Planning: Transportation

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP

See Map on Next Page

Father Hurley Blvd. Extended -- No. 500516

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Germantown**
 Relocation Impact **None.**

Date Last Modified
 Required Adequate Public Facility

May 18, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,174	10	892	2,272	433	302	756	781	0	0	0
Land	859	0	0	859	859	0	0	0	0	0	0
Site Improvements and Utilities	1,140	0	0	1,140	0	0	0	1,140	0	0	0
Construction	11,118	0	0	11,118	0	713	5,124	5,281	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	16,291	10	892	15,389	1,292	1,015	5,880	7,202	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,429	10	892	527	132	15	380	0	0	0	0
Impact Tax	14,853	0	0	14,853	1,160	1,000	5,500	7,193	0	0	0
Intergovernmental	9	0	0	9	0	0	0	9	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				34	0	0	0	0	17	17	0
Energy				34	0	0	0	0	17	17	0
Net Impact				68	0	0	0	0	34	34	0

DESCRIPTION

This project consists of a 1.2 mile extension of Father Hurley Boulevard from its existing terminus at Wisteria Drive, south, to Germantown Road (MD 118). Within the proposed 120-foot wide right-of-way will be incorporated a four-lane divided highway with a bridge over the CSX railroad, two retaining walls (minimizing impacts to adjacent properties), an 8-foot wide bikeway along the west side of the roadway, and a 5-foot wide sidewalk along the east side. This project will also include streetlighting, stormwater management, landscaping, and reforestation.

Service Area

Germantown Planning Area.

Capacity

Average Daily Traffic (ADT) is projected to be 30,000 vehicles by design year 2025.

JUSTIFICATION

This project is recommended in the area Master Plan as a major divided highway within a 120-foot right-of-way. Based on The Department of Public Works and Transportation's (DPWT) Facility Planning Study, the projected Average Daily Traffic (ADT) of 30,000 for the year 2025 can be accommodated with four lanes. This project will provide required capacity, and complete missing network links in the Germantown Planning Area. This road will connect Germantown communities currently separated by the railroad from the Town Center and the I-270 Employment Corridor. It will also improve access for emergency vehicles. Additionally, this project will reduce future traffic congestion and enhance traffic flow. While segments of the roadway corridor have already been constructed, access is still limited because these developer-improved segments do not include critical links between Wisteria Drive and Dawson Farm Road, or between Germantown Road and Hopkins Road. After implementation of this project, the network will have continuity and improve the projected 2025 intersection delay at most of the intersections along the Germantown Road corridor including improved intersection levels-of-service at Wisteria Drive from "E" to "C", and at Middlebrook Road from "F" to "E".

Plans and Studies

DPWT prepared a study entitled "Transportation Facility Planning Study" in January 2003 which is consistent with the approved Germantown Master Plan. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to inflation of construction unit prices (steel, asphalt, etc.).

STATUS

Final design stage.

OTHER

The Intergovernmental revenue shown in the funding schedule is from the Washington Suburban Sanitary Commission (WSSC) as its share of water and sewer relocation costs.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		15,852
First Cost Estimate		
Current Scope	FY05	15,852
Last FY's Cost Estimate		15,852
Present Cost Estimate		16,291
Appropriation Request	FY07	706
Appropriation Request Est.	FY08	14,097
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,488
Expenditures/		
Encumbrances		14
Unencumbered Balance		1,474
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
 CSX Railroad
 Department of Permitting Services
 Washington Suburban Sanitary Commission
 Allegheny Power
 Washington Gas Light Company
 Verizon
 Comcast
 Developers

Special Capital Improvements Project Legislation was adopted by Council on May 27, 2004 (Bill No. 13-04).

MAP

See Map on Next Page

Greencastle Road -- No. 500100

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Fairland-Beltsville
None

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	697	379	136	182	151	31	0	0	0	0	0
Land	156	3	153	0	0	0	0	0	0	0	0
Site Improvements and Utilities	540	7	50	483	428	55	0	0	0	0	0
Construction	2,114	23	700	1,391	771	620	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,507	412	1,039	2,056	1,350	706	0	0	0	0	0

FUNDING SCHEDULE (\$000)

EDAET	126	126	0	0	0	0	0	0	0	0	0
G.O. Bonds	2,324	217	1,039	1,068	362	706	0	0	0	0	0
Contributions	44	44	0	0	0	0	0	0	0	0	0
Impact Tax	988	0	0	988	988	0	0	0	0	0	0
Intergovernmental	25	25	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				16	0	0	4	4	4	4	0
Energy				16	0	0	4	4	4	4	0
Net Impact				32	0	0	8	8	8	8	0

DESCRIPTION

This project provides for the reconstruction of Greencastle Road from 400 feet south of the Robey Road intersection to Greencastle Ridge Terrace (approximately 2,100 feet). The improved road will be a two-lane arterial roadway with concrete curb and gutter. The section of the roadway from the Robey Road intersection to Wildlife Lane will be 50-feet wide with a separate 8-foot wide bikeway located on the west side of the roadway (approximately 900 feet in length). The remaining 1,200-foot section of the roadway from Wildlife Lane to Greencastle Ridge Terrace will be 34-feet wide and consist of two 12-foot travel lanes and two 5-foot shoulder areas marked for bike lanes. Appropriate landscaping and stormwater management facilities will be included.

Service Area

Eastern Montgomery County/Fairland.

Capacity

Upon completion, the road will have a capacity of 15,000 vehicles per day.

JUSTIFICATION

The reconstruction of this road was requested by Maryland-National Capital Park and Planning Commission (M-NCPPC) to provide safe access to the new Fairland Regional Park. Reconstruction is also required to improve the safety of the existing roadway, which is narrow with no shoulders and has poor sight distance in two locations.

Plans and Studies

The Eastern Montgomery County Master Plan designates Greencastle Road as Arterial Road A-110. A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to addition of a storm water management structure (SWM), higher unit prices in pavement, complex maintenance of traffic design, and land costs.

STATUS

Final design stage.

OTHER

The Intergovernmental revenue shown in the funding schedule represents a reimbursement from Washington Suburban Sanitary Commission (WSSC). Construction has been delayed due to lengthy property acquisition process. The SWM approval was delayed and the project was also delayed due to the addition of 1,200 feet of bikeway.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		2,550
First Cost Estimate		
Current Scope	FY05	3,507
Last FY's Cost Estimate		2,819
Present Cost Estimate		3,507
Appropriation Request	FY07	688
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		2,819
Expenditures/		
Encumbrances		436
Unencumbered Balance		2,383
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation
Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Fairland Regional Park
Washington Suburban Sanitary Commission
Washington Gas
Verizon
BGE

MAP

See Map on Next Page

Highway Noise Abatement -- No. 500338

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,753	191	362	1,200	200	200	200	200	200	200	0
Land											
Site Improvements and Utilities											
Construction	10,940	0	0	10,940	820	2,920	0	3,600	0	3,600	0
Other	5	5	0	0	0	0	0	0	0	0	0
Total	12,698	196	362	12,140	1,020	3,120	200	3,800	200	3,800	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,698	196	362	12,140	1,020	3,120	200	3,800	200	3,800	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides funds for the study and prioritization of noise abatement measures along publicly owned and maintained roads in Montgomery County. Once the need and priority of the abatement measures are established, funding is provided for their design and construction.

JUSTIFICATION

Citizens regularly request noise abatement measures along County and State roads. The purpose of this project is to respond to these requests in accordance with the recently adopted Transportation Noise Abatement Policy. Requests would result in noise studies that would determine the need, whether the requested location meets the noise criteria for abatement measures, determination of its priority, and future design and construction.

Plans and Studies

The Highway Noise Abatement Policy was developed by the Noise Abatement Task Force. The Policy establishes criteria for evaluating the need for noise abatement along publicly maintained roads.

Cost Change

Level of Effort for FY07-10 has been lowered to reflect anticipated need.

STATUS

Preliminary planning stage.

OTHER

This project was conceived through participation on the Noise Abatement Task Force that developed a policy and criteria for evaluating the need and appropriateness of requests for noise abatement along publicly maintained roads in Montgomery County. The project allows for the implementation of the policy established through this Task Force by providing funds for the study and prioritization of requests and the implementation of noise abatement measures. 50500502The noise abatement measures planned for construction in FY07 are on Shady Grove Road between I-370 and Briardale Road (east and west sides), and between Briardale Road and the InterCounty Connector (west side). The noise abatement measures planned for construction in FY08 are on Middlebrook Road behind Twinflower Circle and between Ridgecrest Drive and Waring Station Road (south side), on Midcounty Highway between Forest Oak Middle School and Saybrooke Oaks Boulevard (south side), and on East Randolph Road between Tamarack Road and Laurie Drive (south side), and between Appleby Drive and Partridge Drive (north side). Should one or more of these barriers ultimately not proceed due to insufficient support from impacted and benefited property owners or from property owners needed to grant property for the barriers, the Council may approve by resolution one or more additional barriers subject to the limit of appropriated funds.

FISCAL NOTE

There may be contributions from impacted and benefited property owners in the future as specified in the policy. The extent of these contributions is unknown at this time.

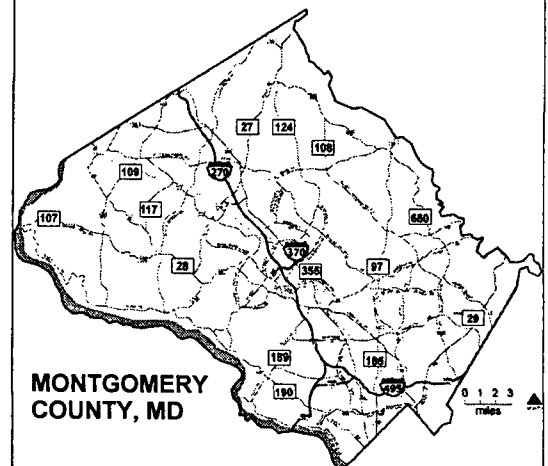
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		8,500
First Cost Estimate		
Current Scope	FY05	12,440
Last FY's Cost Estimate		12,440
Present Cost Estimate		12,698
Appropriation Request	FY07	1,058
Appropriation Request Est.	FY08	200
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,440
Expenditures/		
Encumbrances		584
Unencumbered Balance		2,856
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Department of Environmental Protection
Department of Permitting Services
Maryland State Highway Administration

MAP



Montrose Parkway West -- No. 500311

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Rockville
Five residences.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	5,414	3,336	751	1,327	730	323	274	0	0	0	0
Land	31,281	11,897	12,008	7,376	2,326	2,433	1,176	1,441	0	0	0
Site Improvements and Utilities	1,084	13	436	635	301	302	32	0	0	0	0
Construction	30,349	77	7,267	23,005	3,399	6,530	8,276	4,800	0	0	0
Other	7	7	0	0	0	0	0	0	0	0	0
Total	68,135	15,330	20,462	32,343	6,756	9,588	9,758	6,241	0	0	0

FUNDING SCHEDULE (\$000)

EDAET	5,206	4,956	0	250	0	250	0	0	0	0	0
G.O. Bonds	25,868	7,175	11,204	7,489	6,080	0	1,409	0	0	0	0
Contributions	35	0	0	35	0	0	35	0	0	0	0
Development Approval Payment	1,362	50	0	1,312	150	1,162	0	0	0	0	0
Impact Tax	34,519	2,516	9,258	22,745	526	8,176	7,802	6,241	0	0	0
Investment Income	6	6	0	0	0	0	0	0	0	0	0
Intergovernmental	512	0	0	512	0	0	512	0	0	0	0
Transportation Improvement Credit	625	625	0	0	0	0	0	0	0	0	0
Rental Income - Roads	2	2	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				162	0	0	0	54	54	54	0
Energy				162	0	0	0	54	54	54	0
Net Impact				324	0	0	0	108	108	108	0

DESCRIPTION

This project provides a new four-lane divided road from a point on Montrose Road (starting 600 feet east of Tildenwood Drive) eastward to 'old' Old Georgetown Road (approximately 5,300 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot wide lanes and a 12- to 30-foot wide median. A 10-foot wide bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot wide sidewalk will run along the south side. Near Old Farm Creek the bikeway will pass under the Parkway and will continue westward on the south side of the Parkway to Tildenwood Drive. The 10-foot wide bikeway will continue westward from a point on Tildenwood Drive approximately 550 feet south of Montrose Road to the Montrose Road/North Farm Lane intersection within the land formerly reserved for the Rockville Facility. Montrose Road will be widened to six lanes with a median, and five-foot wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Noise barrier walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,700 feet behind homes in the Old Farm community in North Bethesda. A berm will be provided along Montrose Road behind the homes on the northern side of Tildenwood Lane to the east of Tildenwood Drive. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge on Montrose Road over Old Farm Creek to enhance wildlife passage, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

Service Area

North Bethesda-Garrett Park.

Capacity

By 2020, the Average Daily Traffic (ADT) volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several Montrose Road intersections will fail.

JUSTIFICATION

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe turning

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		57,600
First Cost Estimate		
Current Scope	FY05	68,175
Last FY's Cost Estimate		68,175
Present Cost Estimate		68,135
Appropriation Request	FY07	-40
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		68,175
Expenditures/ Encumbrances		60,550
Unencumbered Balance		7,625
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland Department of the Environment
U. S. Army Corps of Engineers
Maryland Department of Natural Resources
Department of Permitting Services
Maryland-National Capital Park and Planning
Commission
Maryland State Highway Administration
Washington Suburban Sanitary Commission
Washington Gas
PEPCO
City of Rockville
Montgomery County Department of Environmental
Protection
Miscellaneous Stream Valley Improvements

MAP

See Map on Next Page

movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

Plans and Studies

North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways. A pedestrian impact analysis has been completed for this project.

Cost Change

The total cost of this project has been decreased by \$40k which is now programmed in the Advanced Reforestation project.

STATUS

Under construction.

OTHER

The construction cost increase is offset by lower estimated utility relocation costs. As a permit requirement the project includes the construction of a bio-retention facility at the Tilden Woods Park and participation in the costs associated with the construction of 1,200 linear feet of the Booze Creek Stream Stabilization project.

The project cost assumes acquisition of approximately 7.4 acres of the 16.7-acre Armstrong tract, the MSHA right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with M-NCPPC's staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231.

FISCAL NOTE

The intergovernmental and contribution revenue represent WSSC's share of the utility costs and developer's share of the project costs, respectively. Impact Tax funds are assumed for this project.

Nebel Street Extended -- No. 500401

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **North Bethesda-Garrett Park**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

May 18, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	666	327	59	280	36	244	0	0	0	0	0
Land	6,451	24	4,278	2,149	2,149	0	0	0	0	0	0
Site Improvements and Utilities	442	40	1	401	0	401	0	0	0	0	0
Construction	4,451	0	0	4,451	0	4,451	0	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	12,011	392	4,338	7,281	2,185	5,096	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	11,769	199	4,289	7,281	2,185	5,096	0	0	0	0	0
Development											
Approval Payment	242	193	49	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				20	0	0	5	5	5	5	0
Energy				20	0	0	5	5	5	5	0
Net Impact				40	0	0	10	10	10	10	0

DESCRIPTION

This project is to provide a 1,300 foot extension of Nebel Street from its existing terminus at Randolph Road to a terminus at the Target store site. The proposed roadway improvements include: a 4-lane closed section roadway with a typical cross section that includes four 12-foot travel lanes; a 5-foot concrete sidewalk adjacent to a 7-foot tree panel along the west side of the road; an 8-foot asphalt bike path adjacent to a 7-foot wide tree panel along the east side of the road, streetlighting and landscape trees provided on both sides of the roadway; improvements at the intersection of Nebel Street and Randolph Road; and modification of the existing traffic signal at the intersection of Chapman and Bou Avenues.

Service Area

North Bethesda/Garrett Park Planning Area and City of Rockville.

Capacity

Upon completion, the roadway will have a capacity of 13,000 vehicles per day.

JUSTIFICATION

This project is needed to relieve traffic congestion along MD 355 between the White Flint Mall and Twinbrook Parkway area. In addition, Nebel Street Extended would be a component of a local circulation network parallel to Rockville Pike that is essential to the overall transportation goals of the region. The project offers redundancy for shorter, more focused trips and facilitates pedestrian movements. Nebel Street Extended will link the employment areas adjacent to the Metro Stations at White Flint and Twinbrook and provide access to the proposed MARC station at Montrose Crossing. The sidewalk and bike path provide a foundation for a safe, convenient and well-connected system for pedestrians and bicyclists, as outlined in the Master Plan.

Plans and Studies

This road is classified as business road B-5 in the North Bethesda/Garrett Park Master Plan. A project prospectus was completed and funded under the Facility Planning-Transportation project. Pedestrian safety was considered during design.

Cost Change

Increase due to inflation.

Transferred \$36k to Advanced Reforestation.

STATUS

Final design stage.

OTHER

The developer completed design and construction of the project from the intersection of Bou Avenue and Chapman Avenue to the south end of the developer's property.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		482
First Cost Estimate		
Current Scope	FY05	11,252
Last FY's Cost Estimate		11,252
Present Cost Estimate		12,011
Appropriation Request	FY07	795
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		-36
Cumulative Appropriation		11,252
Expenditures/		
Encumbrances		574
Unencumbered Balance		10,678
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Facility Planning: Transportation
 Maryland-National Capital Park and Planning Commission
 Maryland State Highway Administration-Randolph Road Relocated Project
 Washington Metropolitan Area Transit Authority
 PEPCO
 Department of Permitting Services
 Verizon
 Washington Suburban Sanitary Commission
 CSXT
 Developers
 City of Rockville
 Maryland Transit Administration (MARC Train)

MAP

See Map on Next Page

Quince Orchard Road -- No. 500502

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Gaithersburg Vicinity
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	872	147	422	303	303	0	0	0	0	0	0
Land	508	0	508	0	0	0	0	0	0	0	0
Site Improvements and Utilities	982	0	564	418	418	0	0	0	0	0	0
Construction	1,914	0	1,026	888	888	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,276	147	2,520	1,609	1,609	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,254	147	2,498	1,609	1,609	0	0	0	0	0	0
Intergovernmental	22	0	22	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Energy				20	0	4	4	4	4	4	0
Net Impact				20	0	4	4	4	4	4	0

DESCRIPTION

This project is to provide safety spot improvements along 1.7 miles of Quince Orchard Road between Darnestown Road (MD 28) and 800' south of Horse Center Road. Improvements include modifications to the median and entrance at the Quince Orchard High School, sight distance improvements near the intersection of Wonder View Way, modification to the super elevation of Quince Orchard Road at the intersection with Damson Drive. The project also includes a new right turn lane from Quince Orchard Road to Dufief Mill Road. Provisions for pedestrians include a separated eight-foot wide bikeway along the entire west side of Quince Orchard Road from Darnestown Road to 800' south of Horse Center Road, and the construction of missing links of sidewalk along the east side of the roadway from Darnestown Road to Quince Mill/Turley Drive.

Service Area

Potomac Subregion (semi-rural residential area).

Capacity

Roadway capacity will remain the same.

JUSTIFICATION

This project will provide safety improvements: at Quince Orchard High School, at the intersection of Wonder View Way and Quince Orchard Road, and at the intersection with Damson Drive. To encourage alternate modes of travel and enhance pedestrian safety this project will provide a separated bikeway and sidewalks. Specific improvements include: widening the existing medians and aligning the entrance of the Quince Orchard High School with the shopping plaza to avoid haphazard crossing by the students, to reduce speed, and provide greater refuge area for pedestrians, especially students; improvements to the vertical curvature near the intersection of Wonder View Way and Quince Orchard Road to increase the sight distance for drivers and enhance safety.

Plans and Studies

The Department of Public Works and Transportation (DPWT) prepared a Transportation Facility Planning Study document entitled "Quince Orchard Road - Project Prospectus" in November 2001 which is consistent with the approved 2002 Potomac Subregion Master Plan. A pedestrian impact analysis has been completed for this project.

Cost Change

Construction cost increased due to higher unit prices in pavement and two phase construction.

STATUS

Phase I under construction, Phase II final design stage.

OTHER

Intergovernmental funding includes contributions by Washington Suburban Sanitary Commission (WSSC) towards water and sewer relocation.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,829
First Cost Estimate		
Current Scope	FY05	3,829
Last FY's Cost Estimate		3,829
Present Cost Estimate		4,276
Appropriation Request	FY07	447
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,829
Expenditures/		
Encumbrances		216
Unencumbered Balance		3,613
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Libraries
U.S. Army Corps of Engineers
Department of Environmental Protection
Maryland Department of Natural Resources
Maryland-National Capital Park and Planning
Commission
Montgomery County Public Schools
US Fish and Wild Life Service
UpCounty Regional Services Center
Washington Suburban Sanitary Commission
PEPCO

MAP

See Map on Next Page

Quince Orchard Road S Curve -- No. 500701

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Gaithersburg Vicinity
None.

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	530	0	0	530	0	0	0	208	269	53	0
Land	664	0	0	664	0	0	0	0	0	664	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,194	0	0	1,194	0	0	0	208	269	717	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,194	0	0	1,194	0	0	0	208	269	717	0
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ANNUAL OPERATING COSTS (\$000)

ANNUAL IMPACT (\$000)

DESCRIPTION

This project provides safety improvements along 0.7 mile. Improvements include reconstruction of Quince Orchard Road existing bridge, relocation of approximately 500 feet of an 8-foot wide Class I Bikepath along the west side of Quince Orchard Road.

Service Area

Potomac subregion. Semi-rural residential.

JUSTIFICATION

This project will provide improvements to the roadway in the Muddy Branch Stream Valley Park to increase horizontal sight distance and reduce accidents.

Plans and Studies

The Department of Public Works and Transportation (DPWT) prepared a Transportation Facility Planning Study document entitled "Quince Orchard Road - Project Prospectus" in November 2001 which is consistent with the approved 2002 Potomac Subregion Master Plan. Pedestrian Safety will be considered during design.

Cost Change

Not applicable

STATUS

Planning stage.

OTHER

The project scope and schedule are new for the FY07-10 CIP. Plans were completed to 35 percent under Facility Planning: Transportation.

DELETED

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		4,975
First Cost Estimate		
Current Scope	FY07	4,975
Last FY's Cost Estimate		0
Present Cost Estimate		1,194

Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation	0
Expenditures/Encumbrances	0
Unencumbered Balance	0

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

U.S. Army Corps of Engineers
Maryland Department of Natural Resources
U.S. Fish and Wildlife Service
Department of Permitting Services
Maryland-National Park and Planning Commission
Quince Orchard Road
Montgomery County Public Schools
Utilities
UpCounty Regional Services Center
Maryland Department of Environment

MAP

See Map on Next Page

State Transportation Participation -- No. 500722

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Rockville
None.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	156,084	0	0	156,084	15,639	30,220	30,225	10,000	20,000	50,000	0
Total	156,084	0	0	156,084	15,639	30,220	30,225	10,000	20,000	50,000	0

FUNDING SCHEDULE (\$000)

Revenue Bonds:											
Liquor Fund	76,084	0	0	76,084	15,639	30,220	30,225	0	0	0	0
G.O. Bonds	30,334	0	0	30,334	0	0	0	4,034	0	26,300	0
Impact Tax	49,666	0	0	49,666	0	0	0	5,966	20,000	23,700	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the County's participation for the funding of State and WMATA transportation projects that will add transportation capacity to the County's network, reduce traffic congestion in different areas of the County, and provide overall benefits to the public at large. Specific projects to be funded will be selected from the most recent Joint priority letter signed by the County Executive and the President of the County Council and submitted to the County's Delegation in Annapolis, Maryland. After FY07, the final projects selected will come from final negotiations between the State and County resulting in a cost sharing agreement, based on the State's production schedule for the projects, the Joint priority letter, and the funding of this project.

JUSTIFICATION

Montgomery County, as part of the Washington Region, has the third highest level of traffic congestion in the nation. State roads carry the heaviest traffic volumes in the County; and the State has made it clear that the Transportation Trust Fund has not been growing at a rate that will allow them to complete major projects in the near future. Therefore, in order to directly address the congestion problems and to leverage State funding in Montgomery County, the County will participate in the construction of State projects; to improve the quality of life for our residents, eliminate or reduce delays at major bottlenecks in our transportation system, improve safety, and improve air quality in the immediate vicinity of the projects.

Cost Change

Not applicable

OTHER

This project is new for the FY07-12 CIP. The appropriation in FY07 is: \$5,000,000 for design of the southern entrance to the Bethesda Metrorail Station; \$8,239,000 for land acquisition and utility relocation for the Georgia Avenue/Randolph Road Interchange; and \$2,400,000 for the I-270 Watkins Mill Road Interchange.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		156,084
First Cost Estimate		
Current Scope	FY07	156,084
Last FY's Cost Estimate		0
Present Cost Estimate		156,084
Appropriation Request	FY07	15,639
Appropriation Request Est.	FY08	30,220
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Developers
Maryland-National Capital Park and Planning
Commission
Montgomery County Fire and Rescue Service
Washington Metropolitan Area Transit Authority

MAP

See Map on Next Page

Travilah Road -- No. 500101

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Potomac-Travilah
None.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,760	1,076	94	590	135	315	0	0	100	40	0
Land	3,745	132	3,451	162	84	78	0	0	0	0	0
Site Improvements and Utilities	1,932	8	0	1,924	34	1,590	0	0	0	300	0
Construction	3,726	7	377	3,342	1,000	1,782	0	0	0	560	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	11,163	1,223	3,922	6,018	1,253	3,765	0	0	100	900	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	11,055	1,155	3,902	5,998	1,253	3,745	0	0	100	900	0
Contributions	88	68	20	0	0	0	0	0	0	0	0
Intergovernmental	20	0	0	20	0	20	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Energy				28	0	0	7	7	7	7	0
Net Impact				28	0	0	7	7	7	7	0

DESCRIPTION

This project provides funds for the design, land acquisition, and construction of the 14,400-foot section of Travilah Road between Darnestown Road and Dufief Mill Road. The improvements will be constructed in two phases: Phase I: construction of a closed-section roadway from Darnestown Road to Nolan Drive, with a pavement width that will transition to 24 feet at a point 400 feet west of Nolan Drive; widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; an 8-foot wide paved bikeway along the northern side of the roadway from Darnestown Road to Dufief Mill Road; a 4-foot wide grass shoulder and a drainage ditch along the northern side of the roadway from a point 400 feet west of Nolan Drive to Dufief Mill Road; vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; streetlights along the southern side of the roadway and lighting along the bikeway; landscaping along the northern side of the roadway; and a right-turn lane into Piney Meetinghouse Road. The Phase II improvements along the south side of the roadway would include: an 8-foot wide grass shoulder and drainage ditch from 400 feet west of Nolan Drive to Dufief Mill Road; relocation of the roadside utility poles; and landscaping.

Service Area

Potomac subregion. The master plan designates Travilah Road between Dufief Mill Road and Darnestown Road as a primary roadway.

Capacity

The 1997 and design year 2010 average daily traffic volumes are 7,400 and 11,000 vehicles, respectively.

JUSTIFICATION

Travilah Road between Nolan Drive and Dufief Mill Road is an open-section roadway that lacks shoulders and adequate roadside drainage; pavement width varies from 20 to 22 feet, leaving inconsistent roadway cross-sections and isolated segments of sidewalk. Thirty-seven reported traffic accidents occurred on this section of the road over a 3-year period, and localized roadway flooding occurs during rainstorms. The project will improve vehicular safety, roadside drainage efficiency, and provide bikeway and pedestrian connectivity.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to inflation and increased land values.

STATUS

Final design stage.

OTHER

Preliminary design costs were funded from Facility Planning: Transportation project. Phase II will be constructed in stages as development occurs along the south side of the roadway. The County will participate with developers in the construction of Phase II improvements during the development of adjacent subdivisions. The right-turn lane from Travilah Road onto Piney Meetinghouse Road could not be constructed as a part of the Piney Meetinghouse Road project. That work is now programmed in the Subdivision Roads Participation project. The main area of cost increase is the increased land values.

FISCAL NOTE

Developer contribution of \$88k.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		8,260
First Cost Estimate		
Current Scope	FY05	10,198
Last FY's Cost Estimate		10,198
Present Cost Estimate		11,163
Appropriation Request	FY07	965
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		9,198
Expenditures/		
Encumbrances		1,535
Unencumbered Balance		7,663
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
PEPCO
Verizon
Department of Permitting Services
Washington Gas and Light
Washington Suburban Sanitary Commission
Department of Environmental Protection
Maryland Department of the Environment
U. S. Army Corps of Engineers
Facility Planning: Transportation
Subdivision Roads Participation Project: Piney Meetinghouse Road

MAP

See Map on Next Page

Woodfield Road Extended -- No. 500151

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Damascus
None.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,058	876	407	775	142	633	0	0	0	0	0
Land	1,805	112	1,055	638	638	0	0	0	0	0	0
Site Improvements and Utilities	813	3	0	810	13	797	0	0	0	0	0
Construction	6,767	0	0	6,767	1,398	5,369	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	11,443	991	1,462	8,990	2,191	6,799	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,785	961	1,377	6,447	851	5,596	0	0	0	0	0
Contributions	30	30	0	0	0	0	0	0	0	0	0
Impact Tax	2,446	0	85	2,361	1,340	1,021	0	0	0	0	0
Intergovernmental	182	0	0	182	0	182	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				16	0	0	4	4	4	4	0
Energy				8	0	0	2	2	2	2	0
Net Impact				24	0	0	6	6	6	6	0

DESCRIPTION

This project provides a 3,000 foot extension of Woodfield Road from 1,200 feet north of Main Street, (MD 108), to Ridge Road, (MD 27). The scope of work includes the design, land acquisition, and construction of a 1,450 foot segment of Ridge Road from 450 feet south of the existing Ridge Road / Faith Lane intersection to 300 feet north of the Ridge Road / Gue Road intersection. The roadway improvements include: extension of Woodfield Road as a 28-foot wide closed-section roadway with two 14-foot wide traffic lanes; provision of auxiliary left-turn lanes on Woodfield Road at Faith Lane and Ridge Road; realignment of Faith Lane to intersect Woodfield Road at a point 350 feet south of Ridge Road; construction of a separated 8-foot wide bikeway along the eastern side of Woodfield Road Extended from Main Street to Ridge Road; widening Ridge Road to provide two 12-foot wide travel lanes, two 4-foot wide paved shoulders, and an auxiliary left turn lane at the proposed intersection with Woodfield Road; revisions to the Ridge Road vertical alignment to improve the sight distance along a 600 foot segment of the roadway to north of Woodfield Road Extended; and streetlighting and landscaping. Woodfield Road Extended and Ridge Road improvements will be constructed within an 80-foot wide right-of-way.

Service Area

Damascus and vicinity. Woodfield Road Extended is designated an arterial road in the Damascus Master Plan.

Capacity

The design year 2020 projected Average Daily Traffic (ADT) volume is 20,000 vehicles.

JUSTIFICATION

This project is needed to alleviate traffic congestion and improve safety and sight distance in the Damascus business area. Traffic forecasts and analysis show that five intersections in the town will begin to fail shortly after the year 2010 without the construction of Woodfield Road Extended. The construction of Woodfield Road will reduce the projected traffic volume in year 2020 along Ridge Road between Woodfield Road and High Corner Street from 28,000 to 17,500 vehicles per day, and on Ridge Road between High Corner Street and Main Street traffic volume will be lowered from 19,100 to 5,400 vehicles per day.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to inflation. Total cost of this project has been decreased by \$67k which is now programmed in the Advanced Reforestation project.

STATUS

Final design stage.

FISCAL NOTE

The intergovernmental and contribution revenue represent Washington Suburban Sanitary Commission's (WSSC) share of utility relocation costs and the developer's share of the project costs, respectively.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		8,200
First Cost Estimate		
Current Scope	FY05	9,600
Last FY's Cost Estimate		9,600
Present Cost Estimate		11,443

Appropriation Request	FY07	1,843
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		9,600
Expenditures/		
Encumbrances		1,202
Unencumbered Balance		8,398

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Damascus Park and Ride Lot
Facility Planning: Transportation
Utilities
Maryland Department of the Environment
Maryland State Highway Administration
Maryland-National Capital Park and Planning
Commission
Maryland Historical Trust

MAP

See Map on Next Page

Advanced Transportation Management System -- No. 509399

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 16, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	5,462	3,144	225	2,093	794	494	298	169	169	169	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	37,973	20,994	2,532	14,447	2,445	4,209	3,800	1,331	1,331	1,331	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	130	130	0	0	0	0	0	0	0	0	0
Total	43,619	24,322	2,757	16,540	3,239	4,703	4,098	1,500	1,500	1,500	*

FUNDING SCHEDULE (\$000)

PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	12,314	2,100	1,214	9,000	1,500	1,500	1,500	1,500	1,500	1,500	0
Federal Aid	2,913	2,538	0	375	375	0	0	0	0	0	0
Mass Transit Fund	6,064	397	302	5,365	1,364	2,303	1,698	0	0	0	0
State Aid	8,870	7,070	0	1,800	0	900	900	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Cable TV	2,241	1,000	1,241	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				525	25	50	75	100	125	150	0
Energy				105	5	10	15	20	25	30	0
Program-Other				27	0	3	3	6	6	9	0
Net Impact				657	30	63	93	126	156	189	0

DESCRIPTION

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS strategic Deployment Plan dated February 2001 and revised September 2005. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring ADA compliance.

Service Area

ATMS field deployment focus is Countywide, but components such as traffic surveillance cameras are limited to areas where there is fiber optic cable.

JUSTIFICATION

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system.

Plans and Studies

Pedestrian safety is considered during design.

Cost Change

Cost increase due to the addition of FY11 and FY12 to this ongoing project and addition of the comprehensive replacement of Ride On's Computer Aided Dispatch/Automatic Vehicle Locator system and on-bus hardware (including radios).

STATUS

Ongoing. *Expenditures for this project will continue indefinitely.

OTHER

This project now includes the replacement of Ride On's Computer Aided Dispatch (CAD) / Automatic Vehicle Locator (AVL) system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety and security, more reliable service, better informed scheduling, and a platform for real-time customer information. \$7,540,000 is included in FY07-09 for this replacement.

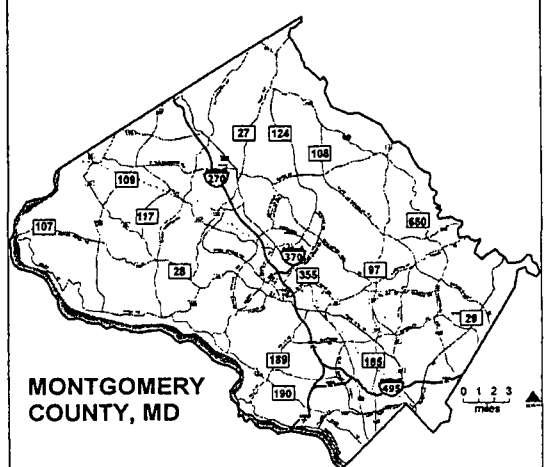
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY93	(\$000)
Initial Cost Estimate		2,050
First Cost Estimate		
Current Scope	FY07	43,619
Last FY's Cost Estimate		33,079
Present Cost Estimate		43,619
Appropriation Request	FY07	3,239
Appropriation Request Est.	FY08	4,703
Supplemental Appropriation Request	FY08	0
Transfer		0
Cumulative Appropriation		27,079
Expenditures/Encumbrances		25,399
Unencumbered Balance		1,680
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Developers
Department of Technology Services
Department of Police
Federal Transit Administration (FTA)
Federal Highway Administration (FHWA)
Fibernet
Maryland State Highway Administration
Virginia DOT
Other Local Governments
Other Private Entities
Traffic Signals project
Montgomery County Pedestrian Safety Advisory Committee
Citizen's Advisory Boards
Montgomery County Planning Board
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP



Intersection and Spot Improvements -- No. 507017

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,806	0	151	1,655	345	430	220	220	220	220	0
Land	372	0	312	60	10	10	10	10	10	10	0
Site Improvements and Utilities	1,150	0	600	550	100	100	50	100	100	100	0
Construction	5,133	0	2,299	2,834	805	759	280	330	330	330	0
Other	10	0	10	0	0	0	0	0	0	0	0
Total	8,471	0	3,372	5,099	1,260	1,299	560	660	660	660	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,968	0	3,349	4,619	1,260	1,299	560	660	180	660	0
Impact Tax	480	0	0	480	0	0	0	0	480	0	0
Intergovernmental	23	0	23	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for planning and reconstructing various existing intersections in Montgomery County and for an annual congestion study to identify locations where there is a need for congestion mitigation. At these identified locations either construction begins immediately or detailed design plans are prepared and developed into future projects. The projects listed below reflect their current status.

Service Area

Countywide.

JUSTIFICATION

Ongoing studies conducted by the Traffic Engineering and Operations Section indicate that many locations need capacity and/or safety improvements.

Plans and Studies

Pedestrian safety is considered during design of individual intersection improvements.

Cost Change

Addition of FY11-12 to this ongoing project and Bonifant Street/Georgia Avenue improvement.

STATUS

East Jefferson Street-Executive Boulevard at Montrose Road - construction complete

Arcola Avenue at Georgia Avenue - construction complete

Father Hurley Boulevard at Waters Landing Drive - construction complete

Shady Grove Road at I-370 ramp - construction complete

Midcounty Highway at Shady Grove Middle School - construction complete

East Randolph Road safety improvements - construction complete

Hoyles Mill Road Closure - complete (by others)

Traffic Improvements at Ednor, Norwood, and Layhill Roads - not needed at this time (LOS improved by the completion of other adjacent projects)

Undesignated projects - several projects were completed and several projects have conceptual plans being developed

Oakview Drive at New Hampshire Avenue - under construction

FY06-07

Warfield Road at Plum Creek Road - construction FY06-07

Randolph Road at Veirs Mill Road to Colie Drive - construction FY06-07

East Gude Drive and Southlawn Lane - construction FY07-08

Bonifant Street and Georgia Avenue

OTHER

*Expenditures will continue indefinitely.

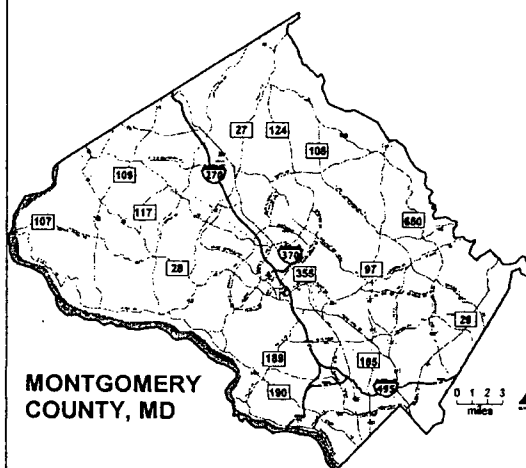
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY70	(\$000)
Initial Cost Estimate		75
First Cost Estimate		
Current Scope	FY07	8,471
Last FY's Cost Estimate		9,253
Present Cost Estimate		8,471
Appropriation Request	FY07	1,260
Appropriation Request Est.	FY08	1,299
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,372
Expenditures/ Encumbrances		836
Unencumbered Balance		2,536
Partial Closeout Thru	FY04	27,577
New Partial Closeout	FY05	2,733
Total Partial Closeout		30,310

COORDINATION

Maryland-National Capital Park and Planning
Commission
Maryland State Highway Administration
U.S. Army Corps of Engineers
WMATA
Developers
Montgomery County Pedestrian Safety Advisory
Committee
Citizen's Advisory Boards

MAP



Redland Rd from Crabbs Branch Way - Braederwood La -- No. 500010

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Gaithersburg Vicinity**
 Relocation Impact **None.**

Date Last Modified
 Required Adequate Public Facility

May 18, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,369	670	152	547	54	300	193	0	0	0	0
Land	218	1	217	0	0	0	0	0	0	0	0
Site Improvements and Utilities	699	1	0	698	0	0	698	0	0	0	0
Construction	2,678	3	200	2,475	250	1,489	736	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	4,965	676	569	3,720	304	1,789	1,627	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,330	52	569	3,709	304	1,778	1,627	0	0	0	0
Development											
Approval Payment	474	474	0	0	0	0	0	0	0	0	0
Intergovernmental	161	150	0	11	0	11	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	1	1	1	1	0
Energy				16	0	0	4	4	4	4	0
Net Impact				20	0	0	5	5	5	5	0

DESCRIPTION

This project provides for reconstruction of a segment of Redland Road including the intersections with Crabbs Branch Way and Needwood Road for congestion mitigation. Anticipated improvements include: widening a portion of Redland Road from Crabbs Branch Way to Braederwood Lane, construction of additional turning lanes, installation of traffic improvement devices, storm drain modifications as needed, and an 8' mixed use bike path/sidewalk (Class I). The bike path will be located within the project limits on the north side of Redland Road and the east side of Needwood Road.

Service Area

Gaithersburg vicinity.

Capacity

AM level of service (LOS) of the Crabbs Branch Way intersection will be improved from D to C, and PM LOS from F to B. AM LOS of the Needwood Road intersection will be improved from F to C and PM LOS from E to B.

JUSTIFICATION

Studies conducted by DPWT Traffic Engineering and Operations Section and Parking Operations Section and comprehensive consultant studies indicate significant congestion in this roadway segment. In addition to the improved level of service, the project will reduce the operational problems at these intersections. The addition of the bike path will provide access to the Shady Grove Metro Station.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Increase due to a significant scope change.

STATUS

Final design stage

OTHER

Scope was changed in July 2003 to: delete reversible lane, add 5th lane and class 1 bike path, align lane reconfiguration, add fill at dam which resulted in additional right-of-way requirements and greater utility impacts. The project was not included in the FY05-10 CIP because reliable schedule and cost estimates to reflect the July 2003 scope were not available in time for publication.

FISCAL NOTE

DAP collected through FY05 is included in this project. Intergovernmental revenue is comprised of DEP contribution of up to \$150K for dam repair, and \$11K from WSSC for water and sewer adjustments.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY00	(\$000)
Initial Cost Estimate		1,896
First Cost Estimate		
Current Scope	FY07	4,965
Last FY's Cost Estimate		3,410
Present Cost Estimate		4,965
Appropriation Request	FY07	1,555
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,410
Expenditures/		
Encumbrances		771
Unencumbered Balance		2,639
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Intersection and Spot Improvements Project
 Department of Environmental Protection
 Department of Permitting Services
 M-NCPPC
 Potomac Electric Power Company
 Verizon
 Comcast
 Washington Suburban Sanitary Commission

MAP

See Map on Next Page

Silver Spring Traffic Improvements -- No. 508716

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Silver Spring
None

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	872	0	47	825	250	100	475	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	182	0	182	0	0	0	0	0	0	0	0
Construction	2,216	0	0	2,216	0	0	2,216	0	0	0	0
Other	200	0	200	0	0	0	0	0	0	0	0
Total	3,470	0	429	3,041	250	100	2,691	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,470	0	429	3,041	250	100	2,691	0	0	0	0
Development Approval Payment	0	0	0	0	0	0	0	0	0	0	0
State Aid	0	0	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for intersection and roadway improvements in Silver Spring, in support of the Silver Spring Central Business District (CBD) Sector Plan, and the Silver Spring Redevelopment project to accommodate the flow of traffic related to development within the CBD. Dale Drive at Colesville Road (US 29) improvement is the last improvement from the study that generated various improvements already in place in and around the CBD. The east and west leg of Dale Drive currently have a left-turn lane and a combination thru and right turn-lane. The proposed improvement requires an additional lane on both Dale Drive approaches. On the westbound approach, the lane use is proposed as a left-turn only lane, a combination thru and a right-turn lane, and right-turn only lane. The eastbound approach is proposed as two left-turn lanes and a combination thru and right-turn lane. This project also includes signal reconstruction and reconstruction of two parking lots on the east side of Colesville Road. Each lot is associated with the Toll House Restaurant and located on the north and south side of Dale Drive.

Service Area

Silver Spring Policy Area

JUSTIFICATION

The improvement at Dale Drive and Colesville Road (US 29) will result in improved safety and traffic flow.

Plans and Studies

In FY02, a study was initiated to include pedestrian, bicycle, and transit consideration in line with the ongoing redevelopment plans and to evaluate the effectiveness of current improvements and to determine if there is a need for additional improvements to address congestion mitigation and pedestrian safety. A pedestrian impact analysis will be completed for this project.

Cost Change

Increase to provide for construction of the Dale Drive at Colesville Road (US 29) intersection.

STATUS

16th Street and East-West Highway - construction complete

Dale Drive at Colesville Road (US 29) - construction FY09

OTHER

Land acquisition for the Dale Drive at Colesville Road (US 29) intersection will be funded initially through ALARF.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY87	(\$000)
Initial Cost Estimate		3,750
First Cost Estimate		
Current Scope	FY07	3,470
Last FY's Cost Estimate		507
Present Cost Estimate		3,470

Appropriation Request	FY07	350
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation		828
Expenditures/		
Encumbrances		104
Unencumbered Balance		724

Partial Closeout Thru	FY04	4,003
New Partial Closeout	FY05	78
Total Partial Closeout		4,081

COORDINATION

Developers
Department of Permitting Services
Facility Planning-Transportation
M-NCPPC
Maryland State Highway Administration
Silver Spring Redevelopment Project
Citizen's Advisory Board

MAP

See Map on Next Page

Traffic Signal System Modernization -- No. 500704

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

March 29, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,600	0	0	2,600	1,300	1,300	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,600	0	0	2,600	1,300	1,300	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	600	0	0	600	0	600	0	0	0	0	0
Current Revenue: General	1,625	0	0	1,625	925	700	0	0	0	0	0
Federal Aid	375	0	0	375	375	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for Phase I which consists of requirements development, systems engineering, and testing to modernize the County's traffic signal system. Phase II will entail acquisition and implementation of a state-of-the-art replacement of the current central traffic signal control system. Key elements of the modernization include system central hardware and software and communications system cable plant re-configuration.

Service Area

Countywide

JUSTIFICATION

The existing traffic signal control system, though it has been highly reliable, is an aging system reliant on dated technology. Central and field communications devices are obsolete and problematic to maintain. As the technologies employed in the advanced transportation management system (ATMS) have advanced, it has become increasingly difficult to interface with the existing traffic signal control system (COMTRAC). Because of the limited functionality of the COMTRAC, the system is not able to take advantage of the capabilities of the current generation of local intersection controllers. These capabilities provide a greater level of flexibility to manage traffic demands.

Plans and Studies

The following reports focus on the condition of the current traffic signal control system and document the need to begin the process of system modernization: White Paper on the Status and Future of the Traffic Signal System in Montgomery County, Maryland, March, 2001; and Traffic Signal Replacement White Paper, January, 2002. This project will include further existing systems analysis, replacement systems functional requirements development, review of the existing communications subsystem and development of state-of-the-art communication systems architecture.

Cost Change

The project is updated to include current revenue to fully fund Phase I of this project

STATUS

Concept plans. Anticipated phases of this project include: Phase I - FY07-08 - . Phase II - FY09-12 - implementation and quality assurance.

FISCAL NOTE

The County's traffic signal system supports over 730 traffic signal locations, of which more than 400 belong to the State but are maintained by the County on a reimbursement basis. The County will seek State participation. Federal aid represents an earmark for the County's ITS and requires a Federal/State partnership agreement which is currently underway.

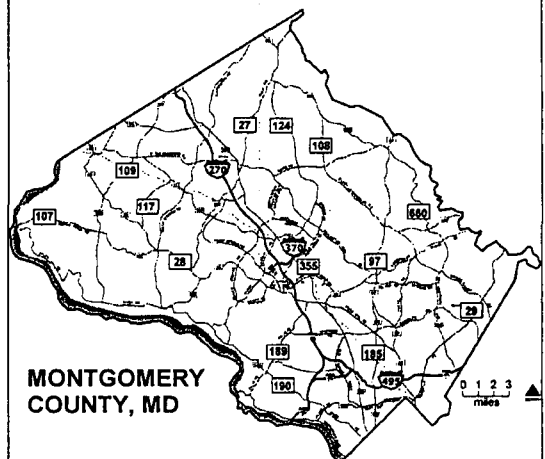
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		2,600
First Cost Estimate		
Current Scope	FY07	2,600
Last FY's Cost Estimate		0
Present Cost Estimate		2,600
Appropriation Request	FY07	1,300
Appropriation Request Est.	FY08	1,300
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Traffic Signal System Project
ATMS Project
Maryland State Highway Administration

MAP



Glenmont Metro Parking Expansion -- No. 500552

Category
Agency
Planning Area
Relocation Impact

WMATA
W.M.A.T.A.
Kensington-Wheaton
None.

Date Last Modified
Required Adequate Public Facility

May 16, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	17,094	0	0	17,094	6,838	10,256	0	0	0	0	0
Total	17,094	0	0	17,094	6,838	10,256	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue: WMATA Surcharge	2,003	0	0	2,003	2,003	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	3,916	0	0	3,916	0	3,916	0	0	0	0	0
G.O. Bonds	3,800	0	0	3,800	0	3,800	0	0	0	0	0
Revenue Bonds	7,375	0	0	7,375	4,835	2,540	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and construction of 1,200 additional garaged parking spaces at the Glenmont Metrorail Station on the west side of Georgia Avenue.

Service Area

Kensington-Wheaton

JUSTIFICATION

The County's 10-Year Transportation Plan calls for the expansion of the existing Glenmont Metro Garage. The existing garage is regularly over capacity early on weekday mornings. By expanding parking at the station, more potential transit riders will be drawn to use Metrorail rather than driving to Washington, D.C. and to Silver Spring.

Plans and Studies

WMATA has prepared traffic and environmental studies for the parking expansion as well as General Plans. The WMATA Compact Public Hearing was held on April 26, 2006. Plans incorporate the Georgia Avenue Greenway, ADA requirements, and pedestrian safety.

Cost Change

Increase due to funding the construction of the garage.

STATUS

Planning Stage

OTHER

The full cost of this project is approximately \$18.7 million. The Maryland Department of Transportation has contributed \$1.6 million for the design of this garage, which is not reflected in the expenditure and funding schedules. The project will be designed and constructed by WMATA.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,800
First Cost Estimate		
Current Scope	FY07	17,094
Last FY's Cost Estimate		3,800
Present Cost Estimate		17,094
Appropriation Request	FY07	17,094
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning
Commission
Washington Metropolitan Area Transit Authority
Maryland Department of Transportation

MAP

See Map on Next Page

Gude Drive Processing Facility -- No. 500627

Category Solid Waste-Sanitation
 Agency Public Works & Transportation
 Planning Area Rockville
 Relocation Impact None.

Date Last Modified
 Required Adequate Public Facility

January 5, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	448	0	0	448	180	166	102	0	0	0	0
Land	3,500	0	3,500	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,620	0	0	2,620	0	1,417		0	0	0	0
Construction	321	0	0	321	0	93		0	0	0	0
Other	121	0	0	121	0			0	0	0	0
Total	7,010	0	3,500	3,510	180	1		0	0	0	0

FUNDING SCHEDULE

Solid Waste Disposal Fund	7,010	0	3,500	3,510	180	1,654	0	0	0	0
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ANNUAL OPERATING COST (\$000)

Maintenance				116	0	17	33	33	33	0
Energy				70	0	10	20	20	20	0
Program-Staff				30	0	57	114	114	114	0
Program-Other					0	138	275	275	275	0
Offset Revenue					0	-13	-26	-27	-27	0
Net Impact					0	209	416	415	415	0
Workyears					0.0	0.0	1.0	2.0	2.0	0.0

DESCRIPTION

This project provides for the planning, design, and receiving, processing, and transferring of these materials.

Service Area

Countywide.

JUSTIFICATION

In recent years the County has added several programs to the existing Solid Waste Transfer Station to improve customer service, recycling opportunities, and to address State and County requirements, i.e., yard waste was banned from disposal facilities. When the Transfer Station opened over 20 years ago, it handled waste for disposal exclusively. Presently, in addition to handling waste for disposal, the Transfer Station provides an extensive drop-off area for recycling and a yard waste drop-off and processing area. This has resulted in increased demand on the Transfer Station site. Relocating the yard/wood waste operations to an alternative site is an integral part of improving the safety and efficiency of Transfer Station site operations and will create room for future growth in demand for services.

Plans and Studies

Pedestrian safety will be considered during design.

STATUS

Planning stage.

FISCAL NOTE

This project was previously included in the Transfer Station and Related Ancillary Facilities project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		7,010
First Cost Estimate		
Current Scope	FY06	7,010
Last FY's Cost Estimate		0
Present Cost Estimate		7,010
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	3,500
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation
 Division of Solid Waste Services
 Division of Capital Development
 Department of Permitting Services
 Washington Suburban Sanitary Commission

MAP

See Map on Next Page

Transfer Station Improvements -- No. 500550

Category **Solid Waste-Sanitation**
 Agency **Public Works & Transportation**
 Planning Area **Rockville**
 Relocation Impact **None**

Date Last Modified
 Required Adequate Public Facility

May 12, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,736	272	399	1,065	797	166	102	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,620	0	0	2,620	0	1,417	1,203	0	0	0	0
Construction	6,915	0	0	6,915	6,594	93	228	0	0	0	0
Other	121	0	0	121	0	0	121	0	0	0	0
Total	11,392	272	399	10,721	7,391	1,676	1,654	0	0	0	0

FUNDING SCHEDULE (\$000)

Solid Waste Disposal Fund	11,392	272	399	10,721	7,391	1,676	1,654	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				116	0	0	17	33	33	33	0
Energy				70	0	0	10	20	20	20	0
Program-Staff				399	0	0	57	114	114	114	0
Program-Other				963	0	0	138	275	275	275	0
Offset Revenue				-93	0	0	-13	-26	-27	-27	0
Net Impact				1,455	0	0	209	416	415	415	0
Workyears					0.0	0.0	1.0	2.0	2.0	2.0	0.0

DESCRIPTION

This project consists of the assessment of the effectiveness of current operations at the Transfer Station complex, and the planning, design and implementation of improvements to the facility. The County needs to plan and prepare the necessary infrastructure to maintain fundamental waste management services. This requires: modifications to the current transfer station facility to improve safety by separating large collection vehicles from smaller vehicles being driven and unloaded by residents and businesses; increases in the efficiency of operations through providing additional truck scales for weighing in and weighing out vehicles and providing additional unloading areas; and reductions in the frequent queuing of vehicles onto Shady Grove Road. This project also provides for planning, design and construction for a relocated yard trim/wood waste processing facility.

Service Area

Countywide

JUSTIFICATION

The growth in County population, the increases in the percentage of County-generated waste that stays in the County and is disposed of at County facilities, the increases in the number and size of businesses, and the corresponding increases in the numbers of collection vehicles serving these businesses dropping off refuse and recyclables all contribute to significant impacts on the efficient and effective operation of County waste facilities. Over the past several years, the County added programs to the Transfer Station site to improve customer service, recycling opportunities, and address State and County requirements, i.e., yard waste was banned from disposal facilities. When the Transfer Station opened over 20 years ago, it just handled waste for disposal. Presently, in addition to handling waste for disposal, the Transfer Station provides an extensive drop-off area for recycling and a yard waste drop-off and processing area. This has resulted in increased demands on the transfer station site resulting in a need to upgrade the facility to safely and efficiently handle the increased volume in traffic and waste.

Plans and Studies

Pedestrian safety will be considered during design.

Cost Change

Increase due to construction cost escalation.

OTHER

This project includes a relocated yard trim/wood waste processing facility. A site has not yet been selected.

FISCAL NOTE

The County Council will consider additional appropriation after project costs are refined and it approves an updated Solid Waste Management Plan. Final design and cost estimating were completed in FY06 and the County Council approved the updated Solid Waste Management Plan in February 2005.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		11,223
First Cost Estimate		
Current Scope	FY06	11,392
Last FY's Cost Estimate		11,223
Present Cost Estimate		11,392
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	7,211
Transfer		0
Cumulative Appropriation		671
Expenditures/		
Encumbrances		320
Unencumbered Balance		351
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation
 Division of Solid Waste Services
 Division of Capital Development

MAP

See Map on Next Page

School Based Health & Linkages to Learning Centers -- No. 640400

Category Health and Human Services
Agency Health and Human Services
Planning Area Countywide
Relocation Impact None

Date Last Modified
Required Adequate Public Facility

May 16, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,524	802	44	678	449	229	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	3,015	0	0	3,015	365	809	1,841	0	0	0	0
Other	150	0	50	100	0	50	50	0	0	0	0
Total	4,689	802	94	3,793	814	1,088	1,891	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	4,449	802	94	3,553	574	1,088	1,891	0	0	0	0
Current Revenue: General	240	0	0	240	240	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Program-Staff				1,055	0	0	117	300	319	319	0
Program-Other				1,142	0	0	161	317	332	332	0
Net Impact				2,197	0	0	278	617	651	651	0
Workyears					0.0	0.0	1.8	3.8	4.0	4.0	0.0

DESCRIPTION

This project provides for the placement of School Based Health Centers (SBHC) and Linkages to Learning sites at public schools. It is in accordance with the recommendations of the School Based Health Centers Interagency Planning Group (SBHCIPG) and the Department of Health and Human Services (DHHS). The selection of host public schools will be based upon criteria recommended by the SBHCIPG. Montgomery County Public Schools (MCPS) will oversee construction. The County will occupy the facilities with Linkages to Learning and School Health Services staff. Cost estimates are based on per square foot costs for school construction, adjusted by the additional requirements for health care facilities, such as examination rooms, a laboratory and medical equipment. The facilities will be modeled after the current SBHC at Gaithersburg elementary school. MCPS will provide maintenance and utilities for the facility by a Memorandum of Understanding. Site specific factors are to be determined, and will be provided during construction.

Service Area

Countywide

JUSTIFICATION

This project is part of the recommendation of the School Based Health Centers Interagency Planning Group (SBHCIPG) and the Department of Health and Human Services (DHHS).

Plans and Studies

Pedestrian Safety will be considered during design.

Cost Change

Increase due to the addition of new School Based Health Centers (SBHC) in Summit Hall Elementary School and New Hampshire Estates Elementary School. In addition funds have been added for renovation of the Connecticut Park ES and Downcounty Consortium ES#28 (formerly Arcola ES) and to conduct a feasibility study and planning of a high school wellness center. The overall costs have increased primarily because these projects are no longer part of a larger MCPS modernization project.

OTHER

Funding for feasibility studies for four sites was appropriated in DHHS' operating budget in FY06. MCPS was able to complete the studies for Summit Hall & New Hampshire Estates in time for funding decisions. MCPS expects to complete the remaining studies for Rolling Terrace and Highland Elementary Schools by June 2006.

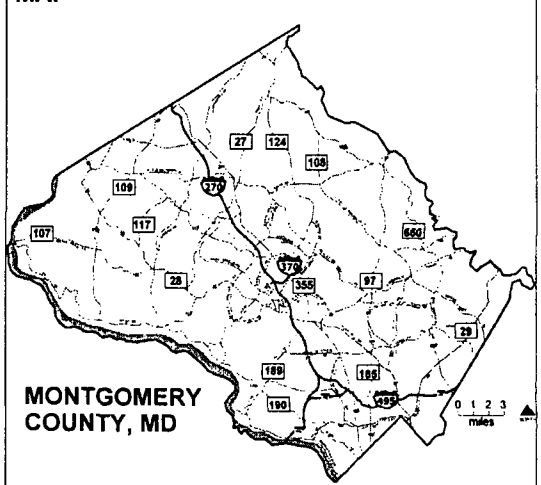
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		68
First Cost Estimate		
Current Scope	FY07	4,084
Last FY's Cost Estimate		896
Present Cost Estimate		4,689
Appropriation Request	FY07	814
Appropriation Request Est.	FY08	2,979
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		896
Expenditures/Encumbrances		836
Unencumbered Balance		60
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Health and Human Services
Department of Public Works and Transportation,
Division of Capital Development
Facility Planning: MCG
Montgomery County Public Schools

MAP



Gaithersburg Library Renovation -- No. 710300

Category
Agency
Planning Area
Relocation Impact

Culture and Recreation
Public Libraries
Gaithersburg
None.

Date Last Modified
Required Adequate Public Facility

April 3, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,598	0	0	1,598	619	495	455	29	0	0	0
Land											
Site Improvements and Utilities	500	0	0	500	0	500	0	0	0	0	0
Construction	9,628	0	0	9,628	0	741	6,916	1,971	0	0	0
Other	1,281	0	0	1,281	379	0	902	0	0	0	0
Total	13,007	0	0	13,007	998	1,736	8,273	2,000	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,526	0	0	12,526	998	1,336	8,192	2,000	0	0	0
Current Revenue:											
General	481	0	0	481	0	400	81	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				18	0	0	0	6	6	6	0
Energy				15	0	0	0	5	5	5	0
Net Impact				33	0	0	0	11	11	11	0

DESCRIPTION

This project calls for a major renovation and redesign of the Gaithersburg Library, a 35,315 square foot structure opened in 1981. Renovation of this 24 year old facility will include replacement of HVAC, lighting, electrical, plumbing, security, fire alarm, communications, roof, and windows; reconfiguration of the library interior including a 1,500 square foot addition for expansion of the children's room; redesign of bathrooms to meet accessibility requirements, masonry work to correct on-going cracking of the exterior walls, re-paving of the parking lot and other site work; and replacement of furniture.

Service Area

Gaithersburg

JUSTIFICATION

The Department of Public Libraries Strategic Facility Plan identified the Gaithersburg Library for renovation in 2001, 20 years after it opened to the public. The library continues to be the busiest in the County with a circulation of more than 1 million items and about 700,000 visits by the public each year. Staff offer more than 300 public programs per year and the meeting rooms are booked by more than 100 groups per month.

Plans and Studies

A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase due to construction cost escalation and the addition of a temporary structure while the library is undergoing the renovation.

STATUS

APPROPRIATION AND EXPENDITURE DATA			COORDINATION		MAP
Date First Appropriation	FY	(\$000)	M-NCPPC		
Initial Cost Estimate		7,498	Department of Public Works and Transportation		
First Cost Estimate			Department of Technology Services		
Current Scope	FY07	13,007	Department of Permitting Services		
Last FY's Cost Estimate		7,855	Department of Public Libraries		
Present Cost Estimate		13,007	Upcounty Regional Services Center		
			WSSC		
Appropriation Request	FY07	2,153	Special Capital Improvements Project Legislation will be proposed by the County Executive.		
Appropriation Request Est.	FY08	8,836			
Supplemental					
Appropriation Request	FY06	0			
Transfer		0			
Cumulative Appropriation		0			
Expenditures/					
Encumbrances		0			
Unencumbered Balance		0			
Partial Closeout Thru	FY04	0			
New Partial Closeout	FY05	0			
Total Partial Closeout		0			

See Map on Next Page

Olney Library Renovation and Addition -- No. 710301

Category
Agency
Planning Area
Relocation Impact

Culture and Recreation
Public Libraries
Olney
None.

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	598	0	0	598	0	196	226	176	0	0	0
Land											
Site Improvements and Utilities	1,003	0	0	1,003	0	0	208	795	0	0	0
Construction	3,469	0	0	3,469	0	0	600	2,869	0	0	0
Other	826	0	0	826	0	0	0	826	0	0	0
Total	5,896	0	0	5,896	0	196	1,034	4,666	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	5,896	0	0	5,896	0	196	1,034	4,666	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				12	0	0	0	0	6	6	0
Energy				10	0	0	0	0	5	5	0
Net Impact				22	0	0	0	0	11	11	0

DESCRIPTION

The project provides for a 4,260 square foot addition and full interior renovation of the existing interior space. The renovation/addition includes HVAC replacement, bringing all building systems up to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior lighting and stormwater management improvements.

Service Area

Olney

JUSTIFICATION

The Department of Public Libraries Strategic Facilities Plan identified the Olney Library for renovation in 2002, 20 years after it opened to the public. The Olney community has grown considerably since the construction of this 16,825 square foot facility in 1981. The library circulates approximately 525,000 items per year and has about 425,000 visits by the public each year. The library is in need of additional space to continue to provide a full range of public library services, such as reference information, an increasing popular adult circulation, enrichment and children's programs, supplemental school curriculum materials, a homework center, and linkage to the internet and other resources. The existing facility is in need of space re-arrangement, functional, mechanical, safety, and building code modifications.

Plans and Studies

The Department of Public Libraries Strategic Facility Plan. A pedestrian impact analysis has been completed for this project.

STATUS

Planning Stage.

OTHER

Pedestrian safety studies may require signalization across MD 108. Any signalization cost is not included.

FISCAL NOTE

The total project cost is estimated to be between \$12 and \$14 million. Final construction cost will be determined during the design stage.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		5,101
First Cost Estimate		
Current Scope	FY05	5,896
Last FY's Cost Estimate		5,896
Present Cost Estimate		5,896
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	598
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation
Department of Technology Services
Department of Public Libraries
M-NCPPC
WSSC
Department of Permitting Services
Upcounty Regional Services Center

MAP

See Map on Next Page

Silver Spring Library -- No. 710302

Category Culture and Recreation
Agency Public Libraries
Planning Area Silver Spring
Relocation Impact None.

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,676	0	0	1,676	722	352	352	250	0	0	0
Land	11,000	0	0	11,000	11,000	0	0	0	0	0	0
Site Improvements and Utilities	2,128	0	0	2,128	0	628	1,000	500	0	0	0
Construction	8,263	0	0	8,263	0	0	4,737	3,526	0	0	0
Other	1,972	0	0	1,972	0	172	900	900	0	0	0
Total	25,039	0	0	25,039	11,722	1,152	6,989	5,176	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	24,867	0	0	24,867	11,722	1,152	6,989	5,004	0	0	0
Current Revenue:											
General	172	0	0	172	0	0	0	172	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and construction of a 41,550 square foot library for the community of Silver Spring with a new, expanded, more comprehensive library designed to better serve its demographically and ethnically diverse residents and its growing business community. The library will be built within the CBD and centrally located for the entire community.

JUSTIFICATION

The existing Silver Spring Community Library is the oldest community library in the Montgomery County Library System. It is the second smallest community library and has the smallest collection of non-periodical materials of any community library. The Mobile Services Unit is also in this facility. Silver Spring is growing in terms of the size and diversity of its residential population and is experiencing significant expansion of its business community, all of which place greater demands on library services.

Plans and Studies

The County Council approved the development of a study to determine library needs. This resulted in the Community Based Library Services Plan for the Silver Spring Library. The Program of Requirements is based on this study in conjunction with basic library programming. Should the development decision include a mixed use facility, the Department of Public Libraries must be an equal partner in the facility planning and design process. A pedestrian impact analysis has been completed for this project. The Mobile Services Unit will be moved to Davis Library.

Cost Change

Increase is due to the addition of land to the project cost. The total project cost is estimated to be between \$21 and \$24 million without land costs. Construction is projected to begin after design is completed.

STATUS

Planning stage.

OTHER

Project, No. 508768, Facility Planning: MCG, included \$50,000 each year in FY03 and FY04 to further examine the issues associated with placement of the Silver Spring Library in a mixed used facility. A Program of Requirements was prepared by the Department of Public Libraries and site selection is in progress. The total cost of this project has been increased to reflect land expenditures. Partial land acquisition cost will be funded through ALARF in FY06 in the amount of \$2.5 million and reimbursed to ALARF from this project in FY07. The estimated total land acquisition cost has been included in the project in FY07.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		11,975
First Cost Estimate		
Current Scope	FY07	25,039
Last FY's Cost Estimate		13,599
Present Cost Estimate		25,039
Appropriation Request	FY07	13,226
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Department of Public Works and Transportation
Department of Technology Services
Department of Permitting Services
Department of Public Libraries
Silver Spring Regional Services Center
Facility Planning: MCG
WSSC

This project will be subject to Special Capital Improvement Project Legislation.

MAP

See Map on Next Page

Wheaton Library Renovation -- No. 710503

Category: Culture and Recreation
 Agency: Public Libraries
 Planning Area: Kensington-Wheaton
 Relocation Impact: None.

Date Last Modified
 Required Adequate Public Facility

May 18, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,028	0	0	2,028	0	0	578	1,019	231	200	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,251	0	0	1,251	0	0	0	251	1,000	0	0
Construction	8,001	0	0	8,001	0	0	0	0	4,001	4,000	0
Other	786	0	0	786	0	0	0	0	586	200	0
Total	12,066	0	0	12,066	0	0	578	1,270	5,818	4,400	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	11,866	0	0	11,866	0	0	578	1,270	5,818	4,200	0
Current Revenue: General	200	0	0	200	0	0	0	0	0	200	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project will provide for a complete renovation of the existing building system to address serious problems, including water proofing various parts of the building, re-configuring the central stairwell system, upgrading the elevator to current standards and re-routing the parking lot traffic pattern to prevent building impact damage. Also, the renovation/addition includes HVAC replacement, bringing all building systems to applicable building and energy codes, replacement of the building's storefront and windows, related pedestrian safety and walkway improvements, and exterior light and stormwater management improvements.

JUSTIFICATION

The Department of Public Libraries strategic facilities plan identified the Wheaton Library for renovation in 2005, 20 years after the last renovation. The library circulates approximately 735,000 items per year and has about 737,000 visits by the public each year. The Wheaton Library is one of the busiest libraries in Montgomery County, in FY03 ranking second in number of annual visits, and third in circulation. The Friends of the Library book sale is located on the lower level as is the Literacy Council (scheduled to move to the new Rockville Library in 2006). There are serious moisture problems and the building does not meet current mechanical, safety and building codes. The mechanical, elevator and HVAC systems are outdated and worn, and they are not energy efficient. The facility was opened in 1960 and was renovated in 1985. It is in need of space rearrangement to meet current library information needs.

Plans and Studies

A study was done to determine how to solve a number of building problems, including the moisture problem. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase is due to construction cost escalation.

STATUS

Planning stage.

OTHER

Cost under "Other" includes eighty percent of the furniture replacement. Before construction begins, furniture will be evaluated and costs may be adjusted. The total project cost is estimated to be between \$23 and \$26 million. Final construction cost will be determined during the design stage.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		11,866
First Cost Estimate		
Current Scope	FY05	11,866
Last FY's Cost Estimate		11,866
Present Cost Estimate		12,066
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

M-NCPPC

Department of Public Works and Transportation
 Department of Technology Services
 Department of Permitting Services
 WSSC
 Mid-County Regional Services Center
 Department of Public Libraries

Special Capital Projects Legislation will be proposed by the County Executive.

MAP

See Map on Next Page

Gaithersburg Aquatic Center -- No. 720703

Category **Culture and Recreation**
 Agency **Recreation**
 Planning Area **Gaithersburg**
 Relocation Impact **None.**

Date Last Modified
 Required Adequate Public Facility

May 11, 2006
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	6,000	0	0	6,000	1,000	2,500	2,500	0	0	0	0
Total	6,000	0	0	6,000	1,000	2,500	2,500	0	0	0	0

FUNDING SCHEDULE (\$000)

Current Revenue:											
General	6,000	0	0	6,000	1,000	2,500	2,500	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for construction of a new indoor aquatic center in Gaithersburg, in partnership with the City of Gaithersburg. County participation leverages other public funds for this facility. Prior to disbursing funds, the relevant County department or agency and the City of Gaithersburg will develop a Memorandum of Understanding which specifies the requirements and responsibilities of each.

Service Area

Gaithersburg and North Potomac

JUSTIFICATION

This project will complement the County's investment in a Community Recreation Center in North Potomac.

Plans and Studies

Pedestrian safety will be considered during the design of each project.

FISCAL NOTE

County residents are expected to pay entry and usage fees at the same rate as residents of the City of Gaithersburg.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		6,000
First Cost Estimate		
Current Scope	FY07	6,000
Last FY's Cost Estimate		0
Present Cost Estimate		6,000
Appropriation Request	FY07	1,000
Appropriation Request Est.	FY08	2,500
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/		
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Recreation
 Department of Public Works and Transportation,
 Division of Capital Development
 Office of Management and Budget
 Division of Finance
 City of Gaithersburg
 Upcounty Regional Services Center

MAP

See Map on Next Page

Mid-County Community Recreation Center -- No. 720103

Category
Agency
Planning Area
Relocation Impact

Culture and Recreation
Recreation
Aspen Hill
None

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	3,163	214	2,677	272	100	120	52	0	0	0	0
Land											
Site Improvements and Utilities	1,475	0	0	1,475	1,000	375	100	0	0	0	0
Construction	6,773	5	0	6,768	1,705	3,357	1,706	0	0	0	0
Other	739	0	0	739	0	557	182	0	0	0	0
Total	12,150	219	2,677	9,254	2,805	4,409	2,040	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,150	219	2,677	9,254	2,805	4,409	2,040	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				560	0	0	140	140	140	140	0
Energy				256	0	0	64	64	64	64	0
Program-Staff				1,312	0	0	328	328	328	328	0
Program-Other				536	0	0	134	134	134	134	0
Offset Revenue				-188	0	0	-47	-47	-47	-47	0
Net Impact				2,476	0	0	619	619	619	619	0
Workyears					0.0	0.0	7.2	7.2	7.2	7.2	0.0

DESCRIPTION

This project provides for the design and construction of a 23,500 net square foot community recreation center and associated site of approximately 10 acres. This building includes typical elements such as a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, rest rooms, and storage space.

Service Area

This facility will serve the communities in the Mid-County region included in Planning Areas 31 and 27. This is a densely populated urban area, and the center is projected to serve an area population of over 100,000 people.

JUSTIFICATION

This region is one of the most ethnically diverse regions of the County with a projected population approaching 133,000. It is currently served by one M-NCPPC neighborhood center located on Georgia Avenue, which was constructed in 1963. That facility has limited program space, parking capacity, and has significant structural deterioration.

Plans and Studies

The Department of Recreation Facility Development Plan (FY97-10) has identified the need for four community centers to serve this region. The July 1998 Park, Recreation and Program Open Space Master Plan prepared by M-NCPPC recommended the development of a facility to serve the Mid-County region. Project preliminary design was completed in the Facility Planning: MCG project in the FY00-01 timeframe, prior to the establishment of this stand-alone project. Pedestrian Safety will be considered during design.

Cost Change

Increase due to cost escalation.

STATUS

Design phase

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		8,193
First Cost Estimate		
Current Scope	FY05	10,106
Last FY's Cost Estimate		10,106
Present Cost Estimate		12,150
Appropriation Request	FY07	1,098
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		10,106
Expenditures/		
Encumbrances		720
Unencumbered Balance		9,386
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation,
Division of Capital Development
Department of Recreation
Mid-County Regional Services Center
M-NCPPC

MAP

See Map on Next Page

North Potomac Community Recreation Center -- No. 720102

Category
Agency
Planning Area
Relocation Impact

Culture and Recreation
Recreation
Potomac-Travilah
None

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,381	4	0	2,377	0	0	510	1,387	330	150	0
Land	6,496	3,989	2,507	0	0	0	0	0	0	0	0
Site Improvements and Utilities	3,500	0	0	3,500	0	0	0	0	2,000	1,500	0
Construction	8,100	0	0	8,100	0	0	0	0	4,100	4,000	0
Other	404	0	0	404	0	0	0	0	200	204	0
Total	20,881	3,993	2,507	14,381	0	0	510	1,387	6,630	5,854	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	20,881	3,993	2,507	14,381	0	0	510	1,387	6,630	5,854	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and construction of a 33,000 net square foot community recreation center and associated site of approximately 17 acres. This building includes typical elements such as a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, rest rooms, and storage space.

Service Area

This facility will serve the communities in the North Potomac region included in Planning Areas 24 and 25. This is a rapidly developing area. The center is projected to serve a population of over 30,000 people.

JUSTIFICATION

This region has no existing community recreation center facility. Cost estimates are based on a revised Community Recreation Center Program of Requirements.

Plans and Studies

The Department of Recreation Facility Development Plan (FY97-10) has identified the need for a community center to serve this region. The July 1998 Park Recreation and Program Open Space Master Plan prepared by M-NCPPC has also identified the development of a community recreation facility to serve the Potomac-Travilah planning area as a key community concern. Project preliminary design was completed in the Facility Planning: MCG project in the FY00-01 timeframe, prior to the establishment of this stand-alone project. Pedestrian Safety will be considered during design.

STATUS

Planning stage. This project has been delayed in order to complete land acquisition, therefore the timing of construction cannot be guaranteed.

OTHER

The total project cost is estimated to be between \$33 and \$37 million. Final construction cost will be determined during the design stage.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		8,193
First Cost Estimate		
Current Scope	FY07	20,881
Last FY's Cost Estimate		20,881
Present Cost Estimate		20,881

Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation	6,500
Expenditures/ Encumbrances	6,500
Unencumbered Balance	0

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Permitting Services
Department of Public Works and Transportation,
Division of Capital Development
Department of Recreation
Department of Technology Services
M-NCPPC
Upcounty Regional Services Center

This project will be subject to Special Capital
Improvement Project Legislation.

MAP

See Map on Next Page

White Oak Community Recreation Center -- No. 720101

Category Culture and Recreation
Agency Recreation
Planning Area Colesville-White Oak
Relocation Impact None

Date Last Modified
Required Adequate Public Facility

May 18, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,455	16	866	1,573	879	403	163	128	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,172	0	0	4,172	0	1,200	2,100	872	0	0	0
Construction	10,593	1	0	10,592	0	2,925	3,554	4,113	0	0	0
Other	751	0	0	751	0	0	364	387	0	0	0
Total	17,971	17	866	17,088	879	4,528	6,181	5,500	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	17,971	17	866	17,088	879	4,528	6,181	5,500	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				525	0	0	0	175	175	175	0
Energy				192	0	0	0	64	64	64	0
Program-Staff				984	0	0	0	328	328	328	0
Program-Other				402	0	0	0	134	134	134	0
Offset Revenue				-141	0	0	0	-47	-47	-47	0
Net Impact				1,962	0	0	0	654	654	654	0
Workyears					0.0	0.0	0.0	7.2	7.2	7.2	0.0

DESCRIPTION

This project provides for the design and construction of a 33,000 net square foot community recreation center. This facility includes a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, rest rooms, computer lab, multi-use athletic court, and storage space.

JUSTIFICATION

This facility will serve the communities in the White Oak region included in Planning Areas 32 and 33. This region is a densely populated and ethnically diverse area with a variety of apartments, townhouses, and single-family neighborhoods that have no existing community recreation center facility. The center is projected to serve an area population of over 65,000 people.

Plans and Studies

The Department of Recreation Facility Development Plan (FY97-10) has identified the need for two community centers to serve this region. The July 1998 Park Recreation and Program Open Space Master Plan prepared by M-NCPPC recommended development of a facility to serve the Colesville-White Oak planning area. Project preliminary design was completed in the Facility Planning: MCG project in the FY00-01 timeframe, prior to the establishment of this stand-alone project. Pedestrian Safety will be considered during design.

Cost Change

Increase due to escalation of construction cost plus site specific costs.

STATUS

Planning stage. This Center is expected to open in FY09, the same as approved in the FY05-10 CIP.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY	(\$000)
Initial Cost Estimate		8,118
First Cost Estimate		
Current Scope	FY07	17,971
Last FY's Cost Estimate		15,902
Present Cost Estimate		17,971
Appropriation Request	FY07	15,791
Appropriation Request Est.	FY08	751
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,429
Expenditures/		
Encumbrances		21
Unencumbered Balance		1,408
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation,
Division of Capital Development
Department of Recreation
Mid-County Regional Services Center
M-NCPPC

Special Capital Improvements Project Legislation
was adopted by Council on May 28, 2005 (Bill No. 15-
05).

MAP

See Map on Next Page

Facility Planning: Storm Drains -- No. 508180

Category
Agency
Planning Area
Relocation Impact

**Conservation of Natural Resources
Public Works & Transportation
Countywide
None**

Date Last Modified
Required Adequate Public Facility

**May 19, 2006
NO**

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	4,103	2,475	328	1,300	300	200	200	200	200	200	0
Land	49	49	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities											
Construction	29	29	0	0	0	0	0	0	0	0	0
Other	3	3	0	0	0	0	0	0	0	0	0
Total	4,184	2,556	328	1,300	300	200	200	200	200	200	*

FUNDING SCHEDULE (\$000)

G.O. Bonds	101	101	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	4,083	2,455	328	1,300	300	200	200	200	200	200	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the CIP. Prior to its inclusion in the CIP, the Department of Public Works and Transportation (DPWT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the "Drainage Assistance Request" list. As part of the facility planning process, DPWT considers citizen and public agency requests and undertakes a comprehensive analysis of storm drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35% complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under \$500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over \$500,000 will be constructed in stand-alone projects.

Capacity

Analysis and proposed designs are generally based on accommodation of the runoff from a ten-year storm frequency interval.

Plans and Studies

Evaluation, justification, and cost-benefit analysis are completed by DPWT as necessary. In the case of participation projects, the preparation of drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DPWT. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase is due to additional work in FY07 and the addition of FY11 and FY12 to this ongoing program.

STATUS

Ongoing

OTHER

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety, damage to private property, frequency of event, damage to public right of way, environmental factors such as erosion, general public benefit, availability of right of way and 5:1 benefit cost ratio. In the case of public safety or severe damage to private property, the 5:1 benefit (damage prevented) cost ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DPWT maintains a database of complaints.

Construction Projects:

Manor Park - under construction, 78th street - completed

Candidate Projects for FY07:

Linden Lane, Brookville Road, Eldrid Drive and Johnson Avenue, Henderson Avenue, Glen Echo Heights

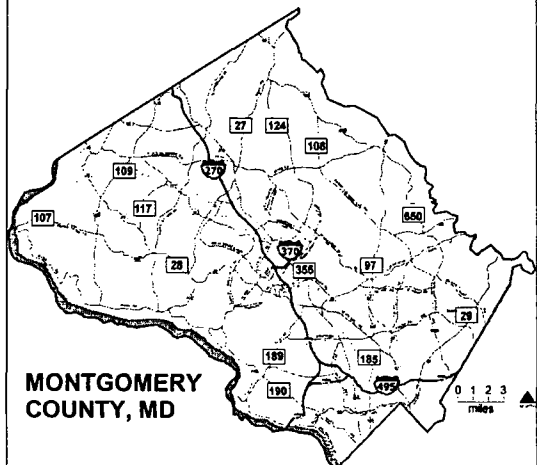
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY81	(\$000)
Initial Cost Estimate		156
First Cost Estimate		
Current Scope	FY07	4,184
Last FY's Cost Estimate		3,684
Present Cost Estimate		4,184
Appropriation Request	FY07	300
Appropriation Request Est.	FY08	200
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		2,884
Expenditures/ Encumbrances		2,813
Unencumbered Balance		71
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Department of Environmental
Protection
Maryland-National Capital Park and Planning
Commission
Maryland Department of the Environment
United States Army Corps of Engineers
Montgomery County Department of Permitting
Services
Utility Companies
Annual Sidewalk Program(CIP No. 506747)

MAP



Sonoma / Ayrlawn Storm Drain Improvements -- No. 500509

Category
Agency
Planning Area
Relocation Impact

Conservation of Natural Resources
Public Works & Transportation
Bethesda-Chevy Chase
None.

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	574	106	221	247	174	73	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	767	0	100	667	644	23	0	0	0	0	0
Construction	2,352	0	0	2,352	1,657	695	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,693	106	321	3,266	2,475	791	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,368	106	321	2,941	2,150	791	0	0	0	0	0
Intergovernmental	325	0	0	325	325	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides a replacement storm drain system for the existing inadequate surface drainage ditches which run along the edge of roads and on private properties in the Ayrlawn area and cause inundation of the roadway, sidewalks and private properties. The project will include approximately 8,400 linear feet of concrete curb and gutter, 14 inlets and manholes, approximately 1,800 linear feet of storm drain pipe, and the reconstruction and resurfacing of approximately 4,400 linear feet of two-lane streets. Preliminary design was funded from the Facility Planning Storm Drain Project in FY03 and has been completed.

Capacity

The storm drain design is based on a ten-year storm frequency interval.

JUSTIFICATION

Private properties, sidewalks, and portions of the roadways within the project area are inundated during every rainfall event. Based on the request of the community, storm drain improvements are provided to address the problem. This project addresses the inundation of properties from roadway runoff entering yards and to improve drainage in the area. The project will benefit all 84 residences in the community.

Plans and Studies

This project has been developed based on repeated requests from area residents under the Drainage Assistance Request (DAR) program. A pedestrian impact analysis has been completed for this project.

Cost Change

Cost increase due to addition of grading and drainage improvements and more accurate utility costs.

STATUS

Final design stage

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		2,525
First Cost Estimate		
Current Scope	FY07	3,693
Last FY's Cost Estimate		2,525
Present Cost Estimate		3,693

Appropriation Request	FY07	1,286
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0

Cumulative Appropriation	2,407
Expenditures/	
Encumbrances	183
Unencumbered Balance	2,224

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Permitting Services
Utility Companies
Neighborhood Storm Drain Repairs
Facility Planning: Storm Drains

MAP

See Map on Next Page

Storm Drain General -- No. 500320

Category
Agency
Planning Area
Relocation Impact

Conservation of Natural Resources
Public Works & Transportation
Countywide
None.

Date Last Modified
Required Adequate Public Facility

May 19, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,805	116	9	1,680	280	280	280	280	280	280	0
Land	62	62	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	5,692	2,405	176	3,111	1,081	750	320	320	320	320	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,559	2,583	185	4,791	1,361	1,030	600	600	600	600	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,169	2,193	185	4,791	1,361	1,030	600	600	600	600	0
Intergovernmental	228	228	0	0	0	0	0	0	0	0	0
State Aid	162	162	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides the flexibility to construct various sub-projects that might otherwise be delayed for lack of funds or difficulty in acquiring right-of-way. This project provides for right-of-way acquisition and construction for storm drain projects resulting from the Drainage Assistance Request program. Individual projects range from retrofitting existing storm drainage systems to developing new drainage systems required to upgrade the existing systems in older subdivisions. Projects formerly handled through the Neighborhood Storm Drain Improvements project are usually small, unanticipated projects initiated by requests from citizens whose homes and properties are subject to severe flooding or erosion and where there is a demonstrated need for early relief. Potential new storm drain projects are studied under the Facility Planning; Storm Drain project. Concept studies are evaluated based on the following factors: public safety, damage to private property and frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 benefit (damage prevented) cost ratio. After the completion of facility planning, the construction estimated to cost less than \$500,000 included in this project. Prompt relief is frequently achieved by the use of Department of Public Works and Transportation (DPWT) personnel to construct and provide construction management. The project also facilitates financial participation with developers up to 50% share of construction cost for storm drainage projects where such construction would yield a public benefit to properties other than that of homeowner or developers. Right-of-way is acquired under ALARF.

Capacity

Projects will be designed to accommodate the ten year storm frequency interval.

Plans and Studies

Evaluation, justification, and cost-benefit analysis are completed by DPWT. For participation projects, the preparation of drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DPWT. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Cost Change

The cost increase is due to the addition of FY11 and FY12 to this ongoing project; and the addition of 4 new comprehensive storm drain projects: Linden Lane, Brookville Road, and Eldrid Drive in FY07; and Henderson Avenue in FY08.

STATUS

Ongoing

OTHER

On participation projects cost sharing between the County and either homeowners or developers varies and is based upon a signed letter of understanding. Some funds from this project will go to support the Renew Montgomery program.

Completed Projects in FY05 and FY06:

78th St., Salisbury Rd., 6609 Virginia View Ct., 23623 Cornerstone Ln., Ridge Dr. at 61st St., Amherst Ave. at Arcola Ave., Orkey Parkway at Selkirk Dr., Macarthur Blvd. at Walhounding Rd., 13309 Glen Mill Rd., 26413 Aiken Dr., 6111 Madawaska Rd., Plymouth St., 6 Kohler Ct., Falls Rd. (Falls Bridge to Burbank Dr.), 7100 Needwood Rd., 13515 Loyola St., Welsh Rd. at B View Dr., Montgomery Ave. at Carroll Ave., 5100 Block of Keokuk St., Carlton St., Cortland Rd., Baltimore Ave. at River Rd., 3003 Ferndale St., 5605 Ontario Circle, Glenallan Ave. at Heurich Rd., Seven Locks Rd. at Macarthur Blvd., 5221 Duvall Dr., 5104 Lupine Ct., 10401 Metropolitan Ave., 10802 Lockridge Dr., Remington Dr., 1428 Highland Dr., Zeigler Dr.

Candidate Projects for FY07: Linden Ln., Brookville Rd., Eldrid Dr. and Johnson Ave., Henderson Ave.

Potential Future Projects: Beech Tree Rd., Tomlinson Ave., Armat Dr., Holly Oak Dr., Leland St., Virgilia at Meadow Ln., 701 Silver Spring, Glenbrook Rd.

FISCAL NOTE

* Expenditures will continue indefinitely.

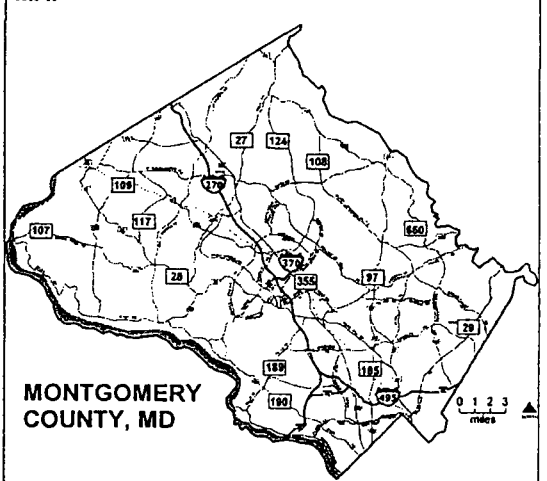
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		4,278
First Cost Estimate		
Current Scope	FY07	7,559
Last FY's Cost Estimate		5,168
Present Cost Estimate		7,559
Appropriation Request	FY07	2,391
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		2,768
Expenditures/		
Encumbrances		2,678
Unencumbered Balance		90
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Montgomery County Department of Environmental Protection
Maryland-National Capital Park & Planning Commission
Maryland Department of the Environment
United States Army Corps of Engineers
Montgomery County Department of Permitting Services
Utility Companies
Annual Sidewalk Program
The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP



CDBG Capital Appropriation -- No. 767820

Category
Agency
Planning Area
Relocation Impact

Housing and Community Development
Housing & Community Affairs
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 23, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision											
Land											
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction											
Other											
Total	0	0	0	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Community Development Block Grant	0	0	0	0	0	0	0	0	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project consolidates the appropriation authority for all Community Development Block Grant (CDBG) funds allocated to capital projects since FY78. The following list of CIP projects has been determined necessary to carry out Montgomery County's Community Development Block Grant Program to aid low- and moderate-income residents in upgrading their neighborhoods and in eliminating blight in the County. Projects listed below show the allocation of CDBG funds proposed for FY07 and FY08. For information on previous fiscal years, refer to the approved CIP for that year.

Service Area

Countywide

JUSTIFICATION

The projects listed below are justified on their respective project description forms.

STATUS

This project description form is consistent with the CDBG application to be recommended by the County Executive, to be approved by the County Council, and to be submitted to HUD in June 2006.

	FY07	FY08
Facility Planning: HCD Project, CIP No. 769375	\$ 50,000	\$ 50,000
Fenton Street Village Pedestrian Linkages, CIP No. 760500	800,000	456,000
Long Branch Pedestrian Linkages, CIP No. 760600	240,000	650,000
South Silver Spring Pedestrian Linkages, CIP No. 760400	0	516,000
Contingency	450,000	50,000
TOTAL	\$ 1,540,000	\$1,722,000

OTHER

The County Council will consider appropriating \$350,000 in FY 2007 CDBG funds as a supplemental appropriation after being provided with the overall design for the Long Branch Pedestrian Linkages project and a safety plan for the path and bridge.

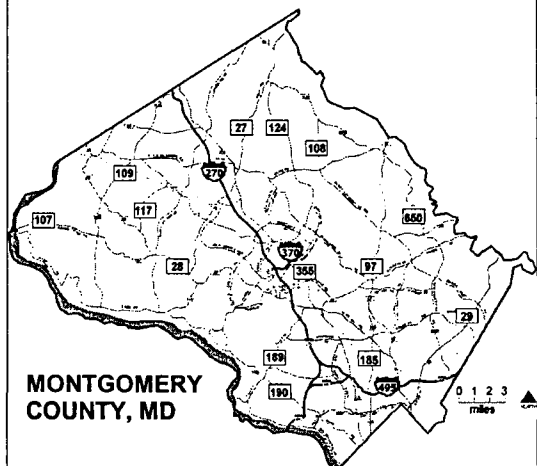
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY00	(\$000)
Initial Cost Estimate		0
First Cost Estimate		
Current Scope	FY07	0
Last FY's Cost Estimate		0
Present Cost Estimate		0
Appropriation Request	FY07	1,540
Appropriation Request Est.	FY08	1,722
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

See individual project PDFs
U.S. Department of Housing and Urban
Development

MAP



Facility Planning: HCD -- No. 769375

Category
Agency
Planning Area
Relocation Impact

Housing and Community Development
Housing & Community Affairs
Countywide
None

Date Last Modified
Required Adequate Public Facility

May 22, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	2,951	1,525	351	1,075	200	175	175	175	175	175	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities Construction											
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,951	1,525	351	1,075	200	175	175	175	175	175	*

FUNDING SCHEDULE (\$000)

Current Revenue: Parking - Montgomery Hill	100	0	100	0	0	0	0	0	0	0	0
Community Development Block Grant	771	385	86	300	50	50	50	50	50	50	0
Current Revenue: General	1,880	940	165	775	150	125	125	125	125	125	0
Federal Aid	200	200	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides funds for Housing and Community Development (HCD) facility planning studies for a variety of projects for possible inclusion in the CIP. In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, DHCA will develop a Program of Requirements (POR) that outlines the general and specific features required in the project. Selected projects range in type including: land and building acquisition; conversion of surplus schools and school sites into housing resources; design and construction of street improvements, sidewalks, and other infrastructure improvements in neighborhood and small commercial area revitalization including streetscaping and circulation along with Central Business District (CBD) revitalization. Facility planning is a decision-making process to determine the purpose and need of a candidate project through a rigorous investigation of the following critical project elements: community revitalization needs analysis; economic, social, environmental, and historic impact analyses; public participation; investigation of non-County sources of funding; and detailed project cost estimates. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to construction. For a full description of the facility planning process, see the CIP Planning Section.

Service Area

Countywide

JUSTIFICATION

There is a continuing need for development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects, which result from facility planning, will each reflect reduced planning and design costs.

Cost Change

Cost increase due to a greater level of funding for FY07 to provide for planning studies in the Burtonsville area and the addition of FY11 and FY12 to this ongoing project.

STATUS

Ongoing

OTHER

The proposals studied under this program will involve the Office of Management and Budget staff, consultants, community groups, and related program area staff, to ensure that completed studies show full costs, program requirements, and have community support. In FY06, the Department of Housing and Community Affairs began facility planning to mitigate the negative impact of transportation improvements on businesses in the Burtonsville commercial area.

*Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

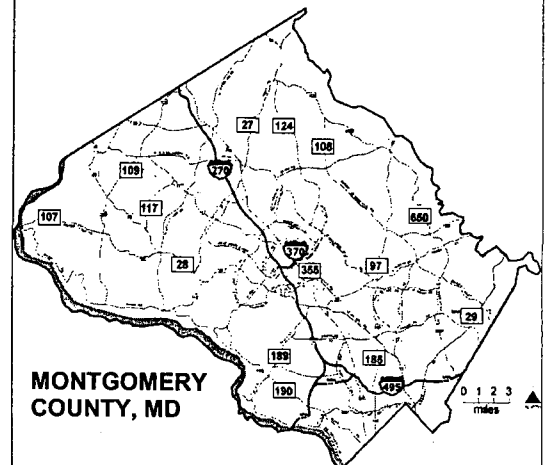
Date First Appropriation	FY96	(\$000)
Initial Cost Estimate		100
First Cost Estimate		
Current Scope	FY07	2,951
Last FY's Cost Estimate		2,575
Present Cost Estimate		2,951
Appropriation Request	FY07	150
Appropriation Request Est.	FY08	125
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,876
Expenditures/		
Encumbrances		1,568
Unencumbered Balance		308
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Planning Implementation Section, Office of the County Executive
Office of Management and Budget
M-NCPPC
Department of Public Works and Transportation
Regional Services Centers
Montgomery Hills Parking Lot District

FY07 - CDBG Appropriation: \$50,000
FY08 - CDBG Appropriation: \$50,000

MAP



Fenton Street Village Pedestrian Linkages -- No. 760500

Category
Agency
Planning Area
Relocation Impact

Housing and Community Development
Housing & Community Affairs
Silver Spring
None.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	919	72	397	450	200	150	100	0	0	0	0
Land	100	0	0	100	100	0	0	0	0	0	0
Site Improvements and Utilities	100	0	0	100	100	0	0	0	0	0	0
Construction	1,056	0	100	956	400	306	250	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,175	72	497	1,606	800	456	350	0	0	0	0

FUNDING SCHEDULE (\$000)

Community Development Block Grant	1,976	72	298	1,606	800	456	350	0	0	0	0
Federal Aid	199	0	199	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides funds for pedestrian links in the commercial area of approximately 35 acres located along the eastern edge of the Silver Spring CBD. The extended pedestrian network will ensure safe pedestrian connections from the public parking facilities in the interior of each city block, to the businesses on Georgia Avenue, Fenton Street, and the side streets. The project is an extension of the streetscape program that is being implemented in the area (see Fenton Street Village, No. 769618). The objective is to overcome the inconvenience, to organize and better integrate vehicular and pedestrian access throughout the area, and to improve links to the redevelopment project on the north and the residential neighborhoods on the east and south. These links will utilize existing alleyways and pathways in the area. Mayor Lane is identified as the first link.

Service Area

Silver Spring

Capacity

These linkages will be used daily by thousands of customers, employees, and residents.

JUSTIFICATION

Silver Spring Central Business District Sector Plan, 2000; the Silver Spring Agenda, a report by the Greater Silver Spring Committee, January 1995; Fenton Street Village Study by M-NCPPC, 1997; and Assessment Report for Silver Spring, Maryland, Fenton Street Commercial District by National Mainstreet Center, 1997. One link (Mayor Lane) has been identified. Additional links will be added as planning progresses.

Plans and Studies

Silver Spring CBD Sector Plan 2000. A review of impacts to pedestrians, bicycles, and ADA (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Cost Change

Increase due to the extension of the project, secondary lateral overhead utility relocation, and public incentives for better solid waste management and consolidation.

STATUS

A topographic survey of Mayor Lane, site analysis, and a list of potential improvements were completed. Some specific ideas to deal with solid waste and dumpsters in the alley will be presented to the property and business owners in FY06.

OTHER

This project will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		370
First Cost Estimate		
Current Scope	FY07	2,175
Last FY's Cost Estimate		370
Present Cost Estimate		2,175

Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	199
Transfer		0

Cumulative Appropriation		370
Expenditures/		
Encumbrances		126
Unencumbered Balance		244

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation
Department of Permitting Services
M-NCPPC
Montgomery County Arts and Humanities Council
Silver Spring Regional Services Center
Silver Spring Citizens' Advisory Board
Silver Spring Urban District

FY07 - CDBG Appropriation: \$800,000
FY08 - CDBG Appropriation: \$456,000

MAP

See Map on Next Page

Long Branch Pedestrian Linkages -- No. 760600

Category
Agency
Planning Area
Relocation Impact

Housing and Community Development
Housing & Community Affairs
Silver Spring
None.

Date Last Modified
Required Adequate Public Facility

May 23, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,029	0	399	630	240	150	120	120	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,950	0	100	1,850	350	500	400	600	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,979	0	499	2,480	590	650	520	720	0	0	0

FUNDING SCHEDULE (\$000)

Community Development Block Grant	2,780	0	300	2,480	590	650	520	720	0	0	0
Federal Aid	199	0	199	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project will provide for a series of linkages in the Long Branch community that will connect the high-density residential areas with the Village Center and other key activity/service centers such as the Long Branch Library, playground, and Long Branch Community Center through signage and enhanced streetscaping. The objective is to support the vitality of the businesses in the commercial area and create new opportunities for private investment; to improve visual appearance of the main streets, Piney Branch Road between University Boulevard West and Flower Avenue, and Flower Avenue between Piney Branch Road and Arliss Street; to improve vehicular, bike, and pedestrian accessibility and circulation between the existing public facilities; to establish a more pedestrian-friendly environment throughout the Village core; and to stabilize, protect, and enhance existing streamside areas and nature paths in the Village Center. This project will be closely coordinated with all activities undertaken in connection with the recommendation of the Urban Land Institute's Technical Assistance Panel Report titled "The Long Branch Community", dated February, 2005. The scope has been refined and funding for implementation of this project is identified.

Service Area

Silver Spring

JUSTIFICATION

This is one of the oldest, most densely populated, and most diverse areas of Montgomery County and it suffers from higher than average poverty, older housing stock, changing population and increased youth and pedestrian injury issues. Based on the assessment of the Long Branch Task Force, improvements in this area are a critical part of the overall action plan to upgrade the quality of life in the Long Branch area.

Plans and Studies

Long Branch Village Center: Urban Design Concept, prepared by Johnson, Mirmiran & Thompson, Baltimore; East Silver Spring Master Plan. Pedestrian safety will be considered during design. Urban Land Institute's Technical Assistance Panel Report titled "The Long Branch Community", dated February, 2005. The Department is working closely with DEP on clean-up (removing trash and invasive species) in the Long Branch Stream Valley from Piney Branch Road north for approximately 200 linear feet. Also, in coordination with DEP and the Parks Department of M-NCPPC, the Department will try to correct some of the erosion gullies and re-plant the area with the native species.

Cost Change

Increase due to the addition of construction costs to this project.

STATUS

Facility planning and design.

OTHER

The design and planning stages, as well as final completion of the project will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

The Council requests the Department provide a briefing and written information once the design is completed for the first phase of the linkages project. The written information must include how public safety will be addressed on the path and bridge. This safety plan must be approved by the County Police and Park Police.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY06	(\$000)
Initial Cost Estimate		300
First Cost Estimate		
Current Scope	FY07	2,979
Last FY's Cost Estimate		300
Present Cost Estimate		2,979
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	199
Transfer		0
Cumulative Appropriation		300
Expenditures/ Encumbrances		8
Unencumbered Balance		292
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Public Works and Transportation
Department of Permitting Services
Department of Recreation
Department of Public Libraries
Utility Companies
M-NCPPC
Maryland State Highway Administration

FY07 - CDBG Appropriation: \$240,000
FY08 - CDBG Appropriation: \$650,000

MAP

See Map on Next Page

South Silver Spring Pedestrian Linkages -- No. 760400

Category
Agency
Planning Area
Relocation Impact

Housing and Community Development
Housing & Community Affairs
Silver Spring
One business.

Date Last Modified
Required Adequate Public Facility

May 15, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,681	1,056	325	300	180	120	0	0	0	0	0
Land	550	0	550	0	0	0	0	0	0	0	0
Site Improvements and Utilities	115	15	0	100	100	0	0	0	0	0	0
Construction	1,698	12	836	850	400	450	0	0	0	0	0
Other	66	6	10	50	20	30	0	0	0	0	0
Total	4,110	1,089	1,721	1,300	700	600	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Community Development Block Grant	3,364	1,089	975	1,300	700	600	0	0	0	0	0
Federal Aid	746	0	746	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for a series of pedestrian links through large, awkwardly-shaped city blocks in South Silver Spring that will improve connections between existing businesses, parking and Montgomery College, and planned, new commercial development, and nearly 900 planned, new housing units. The project is an extension of the streetscaping program that is being implemented in the area (see South Silver Spring Revitalization). The objective is to overcome the inconvenience and isolation created by the unusually large block pattern in the area. The project will create new, more convenient, safe, and attractive links through South Silver Spring and to other areas of the CBD. These links will be constructed partly on Parking Lot District property and partly on private land. One link segment will require public land acquisition and several others will require public access easements. The linkage system incorporates several link segments that will be provided through private redevelopment projects.

Service Area

Silver Spring

Capacity

These linkages will be used by thousands of residents and employees.

JUSTIFICATION

South Silver Spring is emerging as a special neighborhood, defined by high-tech businesses, arts enterprises, and major new housing projects. It is also the location of recent investment in new restaurants, convenience retail, and a number of exterior building renovations. The unusually large, awkwardly-shaped blocks that define the geography of South Silver Spring are not suitable for the residential and high-tech office neighborhood that is emerging. These linkages promote connectivity throughout the area and to other parts of the CBD. A second group of link segments, south of 13th Street, between Eastern Avenue and Georgia Avenue, will be evaluated for future consideration, along with improvements to the railroad underpass along Georgia Avenue and the Burlington Street Bridge. Of the eight links, five are public sector responsibility and three are elements of private development projects.

Plans and Studies

Silver Spring CBD Sector Plan 2000, and Department of Housing and Community Affairs report "Creating the New Neighborhood: South Silver Spring". Pedestrian safety will be considered during design.

Cost Change

Increase due to the addition of Phase II linkages and FY06 supplemental to the project.

STATUS

Preliminary design and construction of Phase III linkages.

OTHER

This project will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and Americans with Disabilities Act (ADA) standards. Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

FISCAL NOTE

In FY06, \$745,000 of Federal EDI Grant will supplement the cost of acquisition of a commercial property.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		3,894
First Cost Estimate		
Current Scope	FY07	4,110
Last FY's Cost Estimate		3,048
Present Cost Estimate		4,110

Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	746
Transfer		290

Cumulative Appropriation		2,558
Expenditures/ Encumbrances		1,136
Unencumbered Balance		1,422

Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Silver Spring Regional Services Center
Silver Spring Citizens' Advisory Board
Gateway-Georgia Avenue Development Corporation
Silver Spring Mobility Study Task Force
M-NCPPC
Department of Public Works and Transportation
Department of Permitting Services
Silver Spring Urban District
Montgomery College
Montgomery County Arts and Humanities Council
Affected Property Owners
Affected Developers

FY07 - CDBG Appropriation: \$ 0
FY08 - CDBG Appropriation: \$516,000

MAP

See Map on Next Page

Supplemental Funds for Public Housing Improvements -- No. 017601

Category
Agency
Planning Area
Relocation Impact

Housing Opportunities Commission
Housing Opportunities Commission
Countywide
None.

Date Last Modified
Required Adequate Public Facility

April 3, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land											
Site Improvements and Utilities											
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	9,337	1,421	1,416	6,500	1,250	250	1,250	1,250	1,250	1,250	0
Total	9,337	1,421	1,416	6,500	1,250	250	1,250	1,250	1,250	1,250	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,000	0	0	2,000	0	0	0	0	1,000	1,000	0
Current Revenue:											
General	7,237	1,421	1,316	4,500	1,250	250	1,250	1,250	250	250	0
State Aid	100	0	100	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

Due to projected Federal funding cuts, there is insufficient funding available to address the basic ongoing capital improvements needed each year. These ongoing capital improvements to public housing properties include security upgrades at properties that house the elderly; Section 504 handicapped accommodations; interior/exterior painting for County code and Homeowners' Association (HOA) compliance; major overhaul of elevators in buildings that house the elderly; and interior and exterior modernization of over 1,500 public housing properties.

County funds are used to supplement/cover the shortfall of Federal funds in the public housing units. Improvements are both interior and exterior but are not limited to kitchens, baths, roofs, siding, windows, doors, structural repairs, drainage/foundation deficiencies, landscape improvements, fencing, etc. Target group is primarily the scattered site public housing units and some of our older multi-family properties.

Service Area

Countywide

Capacity

1,547 low- and very low-income public housing residents.

JUSTIFICATION

Current and projected Federal Capital Fund Program funds are not adequate for maintaining HOC public housing units at community norms throughout Montgomery County. Federal funding for public housing will be cut. At the same time the public housing stock in the County is aging and will need additional repairs. Montgomery County has a higher property standard than the Federal government. In addition, neighbors in the communities with the public housing units expect the properties to be well maintained. Almost half of the public housing units (700+ units) are MPDUs scattered throughout the County in many communities governed by HOAs, and some have higher standards than the County code. As Federal funding levels for public housing are declining, additional funding is necessary if HOC units are to be maintained at levels consistent with community norms and standards.

Plans and Studies

Comprehensive Grant Program 5-year Action Plan from HUD 52834; HOC Modernization Department CGP Long Range Plan; HOC Resident Surveys; HOC Engineering Studies.

Cost Change

Cost increase due to a FY06 supplemental amendment, a greater level of funding to support initiatives starting in FY07, and the addition of FY11 and FY12.

STATUS

Future funding will be spent in public housing units. Typical work will include improvements to doors, windows, kitchens, baths, roofs, siding, and landscaping.

FISCAL NOTE

Federal funding for public housing capital improvements is based on a multi-year plan annually. All available non-County funds should be used before County funding is applied. Also, County funds should be allocated across all HOC properties Countywide first to code compliance and second to renovations that extend the useful life of the facility.

APPROPRIATION AND EXPENDITURE DATA

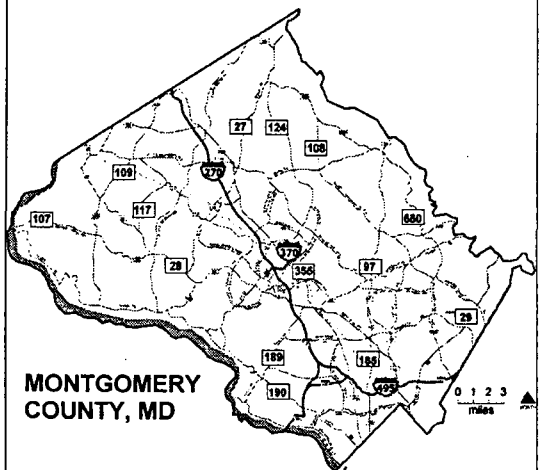
Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		1,500
First Cost Estimate		
Current Scope	FY07	9,337
Last FY's Cost Estimate		3,837
Present Cost Estimate		9,337
Appropriation Request	FY07	1,250
Appropriation Request Est.	FY08	250
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		1,837
Expenditures/ Encumbrances		1,421
Unencumbered Balance		416
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

U.S. Department of Housing and Urban
Development
Maryland Department of Housing and Community
Development
Department of Housing and Community Affairs

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

MAP



Telecommunications Replacement System -- No. 077600

Category
Agency
Planning Area
Relocation Impact

Housing Opportunities Commission
Housing Opportunities Commission
Kensington-Wheaton
None.

Date Last Modified
Required Adequate Public Facility

April 3, 2006
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	68	0	0	68	68	0	0	0	0	0	0
Land											
Site Improvements and Utilities											
Construction	23	0	0	23	23	0	0	0	0	0	0
Other	659	0	0	659	659	0	0	0	0	0	0
Total	750	0	0	750	750	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	0	0	0	0	0	0	0	0	0	0	0
Current Revenue: General	750	0	0	750	750	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

HOC has done a thorough review of existing Voice Over Internet Protocol (VoIP) systems on the market and feels that a scalable product to not only serve HOC today, but also into the future is the best alternative. HOC recently made modifications to its core information technology network (network switches and wireless components) that allow for such a scalable product. Scalability will ensure that if HOC moves into another location, the VoIP equipment will have the ability to move with the company making the telecommunications operations less costly in an agency relocation.

Service Area

Countywide

JUSTIFICATION

Information Technology tools have become crucial to the HOC mission. HOC must look to keep these tools current and today's technology. In reviewing and analyzing the HOC information technology tools utilized in running the current telephone system, it is apparent that this system is rapidly becoming obsolete and outdated. New hardware and software is required to not only better complete the mission of HOC today, but also in looking toward supporting HOC in the future.

The telephone system that HOC currently utilizes is manufactured by Fujitsu. It is no longer sold or serviceable by Fujitsu in the United States. The significance of Fujitsu's decision impacts HOC's capability to replace or repair the phone system once substantial damage has occurred. This has required HOC to look for a system that has growth capability and replacement parts. In the event of the Agency relocating, the mobility of this product will help to contain future telecommunication operations costs.

Plans and Studies

The system would be a complete replacement of the current system. The plan is to acquire a system from a company that has a long history of service in the telecommunication industry. During the planning process, HOC has narrowed the search down to three companies; Avaya, Cisco, and Nortel. Nortel has been dropped due to system features that are not compatible with HOC. With current technology, HOC is planning to use CISCO, for three IP systems, and Avaya for their long, good standing in the telecommunication industry.

STATUS

Planning Stage

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
Initial Cost Estimate		0
First Cost Estimate		
Current Scope	FY07	750
Last FY's Cost Estimate		0
Present Cost Estimate		750
Appropriation Request	FY07	750
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	750
Transfer		0
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Housing Opportunities Commission
Cisco
Avaya

MAP

See Map on Next Page

PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective July 1, 2006, and the appropriation for each project is decreased by the amount of that project's unencumbered balance.

Project #	Project Name
500432	BlackRock Center for the Arts
150102	City Place
789593	Conference Center-Design
500204	Darnestown Road @ Shady Grove Road
459477	Facility Planning: Fire & Rescue
479452	Facility Planning: Police
508715	Father Hurley Blvd/Ridge Road Extended
459613	Kensington Fire Sta 5 Renovation
509998	Kingsview Village Center Dev District Roads
509045	Life Sciences Cntr Rdwy Imprvmnts
508671	MD 118 Relocated
509769	Neighborhood Storm Drain Repairs
500001	Primrose Street Storm Drain
459901	Sandy Spring Station 4 Replacement
500148	Silver Spring Transit Center ITS Component
509770	Storm Drain Participation Project II
500153	Twinbrook Station Access
509874	West Germantown Dev. District - Roads

**PART IV: CAPITAL IMPROVEMENTS PROJECTS:
PARTIAL CLOSE OUT**

Partial close out of the following capital projects is effective July 1, 2006.

Project #	Project Name	Amount
509325	ADA Compliance: Transportation	1,498,000
788911	Ag Land Pres Easements	2,242,000
507596	Annual Bikeway Program	424,000
506747	Annual Sidewalk Program	1,634,000
508728	Asbestos Abatement: MCG	77,000
509753	Bridge Renovation	620,000
507658	Bus Stop Improvements	296,000
507834	Energy Conservation: MCG	272,000
508113	Guardrail Projects	138,000
458756	HVAC/Elec Replacement: Fire Stns	18,000
508941	HVAC/Elec Replacement: MCG	310,000
507017	Intersection and Spot Improvements	2,733,000
807359	Misc Stream Valley Improvements	2,237,000
509769	Neighborhood Storm Drain Repairs	121,000
509523	Neighborhood Traffic Calming	309,000
508255	Pkg Beth Fac Renovations	1,621,000
508250	Pkg Sil Spg Fac Renovations	2,436,000
509709	Pkg Wheaton Fac Renovations	271,000
509514	Planned Lifecycle Asset Replacement: MCG	724,000
729658	Public Arts Trust	179,000
507310	Public Facilities Roads	250,000
458429	Resurfacing: Fire Stations	223,000
508527	Resurfacing: Primary/Arterial	8,394,000
458629	Roof Replacement: Fire Stations	373,000
508331	Roof Replacement: MCG	1,090,000
508182	Sidewalk & Infrastructure Revit.	6,202,000
508716	Silver Spring Traffic Improvements	78,000
808040	SM Participation Project	45,000
808726	SM Retrofit: Countywide	529,000
507055	Streetlighting	852,000
508000	Subdivision Roads Participation	59,000
507154	Traffic Signals	2,676,000

Project #	Project Name	Amount
509036	Transportation Improvements For Schools	331,000